The Autocar
26 OCTOBER 1956

LONDON SHOW REVIEW

1/-

The Autocar

FOUNDED 1895 LARGEST CIRCULATION

JAGUAR ANNOUNCE THE

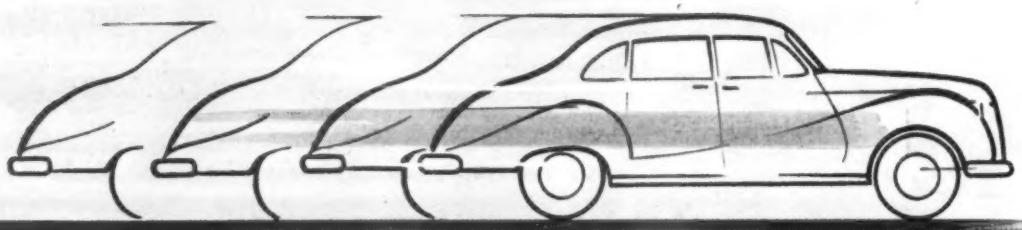
mark eight

Stand 152
EARLS COURT

A NEW LUXURY 3½ LITRE SALOON

A distinguished addition to the Jaguar range

FIRST WITH HYDRAULIC BRAKES



NOW POWER BRAKES

and DISC BRAKES

and of course POWER STEERING

LOCKHEED

REGD. TRADE MARK

Always a step in front

STAND

373

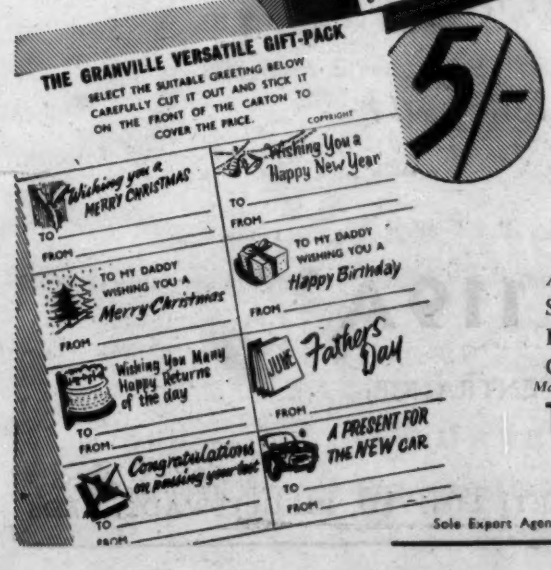
AUTOMOTIVE PRODUCTS COMPANY LTD., LEAMINGTON SPA, WARWICKSHIRE

Clearly-the Ideal Gift!

This Complete De-Mister Outfit is now being displayed, and is on sale at most garages.

This DE-MISTER pack is the perfect 'little gift' for the motorist. It contains one bottle of Granville Glass De-Mister Solution, and one Granville Anti-Mist Duster. Use the duster if the glass is already misted. The liquid should be used for treating dry glass to PREVENT misting.

Although easily made into a gift pack by use of one of the gummed labels supplied, this outfit is not just a seasonal line; it is available all the year round. For safer clear-vision driving this Granville Anti-Mist pack is a must for every motorist since misting occurs in EVERY month of the year.



Also ask for GRANVILLE SUPERFLUSH · SUPERSEAL · SUPERWELD · PETRO-PATCH · GASKET CEMENT · ANTI-FREEZE · RADIATOR RUST PREVENTOR · UPHOLSTERY CLEANER · CONCRETE SURFACE HARDENER.

Manufactured by

THE GRANVILLE CHEMICAL CO. LTD.
OAKWORTH, KEIGHLEY, YORKS.

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A

SEE THE

BERKELEY

Britain's Phenomenal

New Sports Car

ON

STAND 119A

(WARWICK ROAD ENTRANCE)

BERKELEY COACHWORK (SALES & EXPORT) LIMITED, BIGGLESWADE, BEDS

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Berkeley Coachwork (Sales & Export) Ltd. are pleased to announce that amongst the first Distributor appointments to be made are the following firms, with whom they have been associated over a number of years in connection with their caravans.

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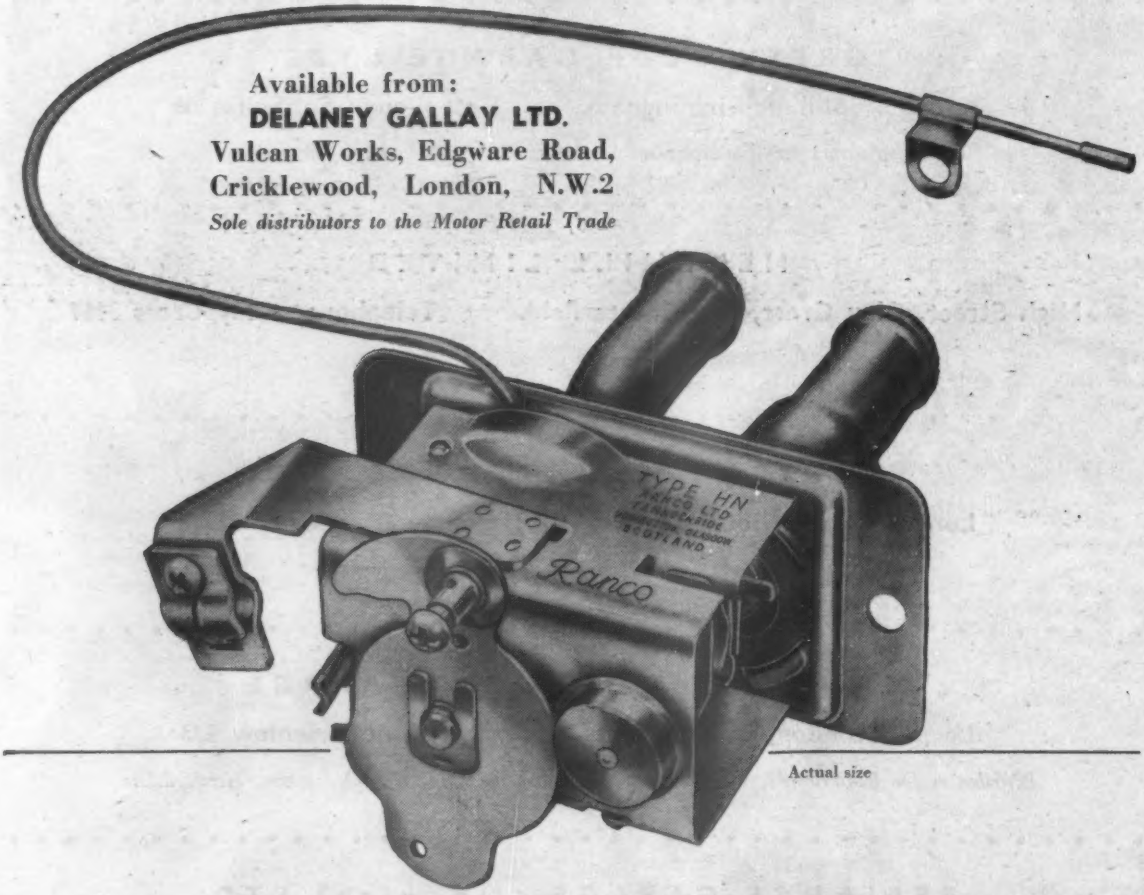
Ranco AUTOMATIC CAR HEATER CONTROL

GIVES SUMMER COMFORT THROUGHOUT THE YEAR!

Available from:
DELANEY GALLAY LTD.
Vulcan Works, Edgware Road,
Cricklewood, London, N.W.2
Sole distributors to the Motor Retail Trade



Actual size

This control has been developed through fourteen years of experience by Ranco, U.S.A., and millions are now being used in the majority of modern cars. Installed at negligible cost, the Ranco control reduces mechanical complications to a new minimum and effects an astounding economy on space.

Briefly, its action is to control thermostatically the flow of hot liquid through the heater. The intake of fresh air either by ram effect or variable speed controlled fan over the heater maintains the interior of the car at a more even and comfortable temperature, controlled independently of the temperature of the outside air. The Ranco thermostatically controlled valve attached to your heater can be adjusted to maintain—automatically—personal comfort conditions, or can be set fully open and, for summer use, fully closed.

Fit Ranco's Automatic Car Heater Control to cut costs and avoid complicated mechanisms.

Ranco

WORLD'S LARGEST MANUFACTURERS OF CAR HEATER AND REFRIGERATION CONTROLS · OVER EIGHTY MILLION ALREADY PRODUCED
RANCO LTD., TANNOCHSIDE, UDDINGSTON, GLASGOW, SCOTLAND. 'Phone: UDDINGSTON 2901 (7 lines). 'Grams: RANCO, UDDINGSTON, GLASGOW

A-SPARKLING NEW IDEA FROM Karobes

NO DETERIORATION

CLEAR PLASTIC SEAT COVERS

NO DISCOLOURATION

FULL PROTECTION

NO CRACKING OR SPLITTING

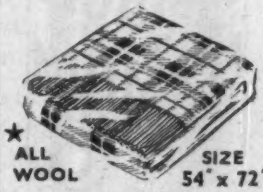
Here's the latest addition to the Karobes range of seat covers. These transparent plastic covers combine long life with complete protection and yet leave the original upholstery in full view, keeping it in factory fresh condition, unworn and unmarked. Tailored to fit every individual make of car, these covers are made from non-cracking, non-splitting clear plastic which will not discolour with age. It is easily and quickly cleaned by means of a damp cloth. These new plastic covers take their place alongside the well-established range of Karobes covers in various attractive materials. Note, too, the interesting motoring accessories illustrated below.

and to make your journeys a pleasure **Karobes** present this wonderful range of aids to motoring comfort

STEERING WHEEL GLOVE 7/6

"PADDI" ADJUSTABLE PAD, FROM 25/-

ADJUSTABLE HEAD OR BACK REST 28/6



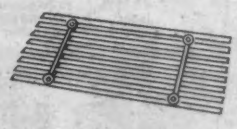
★ ALL WOOL

SIZE 54" x 72"

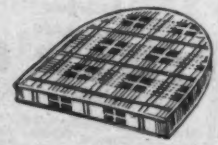
TARTAN TRAVEL RUGS 50/-

ACCELERATOR HEEL REST 9/-

"TRIXI" SEAT PAD 35/-



DEFLECTA-GLARE VENETIAN CAR BLINDS 37/6



"D" SHAPED FOAM RUBBER SEAT PADS FROM 30/-

KAROBES LIMITED · LEAMINGTON SPA TEL: LEA 8494/5

Packed with Skill and Precision....

Every HML rebuilt Vauxhall or Bedford Gear Box is a first-class example of fine engineering. Precision parts, skilful assembly—and finally a full-scale test under load to make quite certain it's fit for rugged service. Like all HML rebuilt components, available on Exchange basis.

Write, phone or call and we're at your immediate and willing service.

Illustrated booklet covering these and the HML Exchange Engine Plan (Vauxhall/Bedford) gladly sent on request.

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Clutch Withdrawal Fork
Steering Box and Column
Differential Assembly
Suspension Units
Distributors
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Front Axles
Clutch Discs
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A Highly Efficient Lubricant

Equal to other High Grade Oils Costing Considerably More

S.A.E.20 (Gamagolite), S.A.E.30 (A), S.A.E.40 (XL), S.A.E.50 (XXL).

Space does not permit us to give here a detailed scientific explanation of the advantages of using a modern Premium oil, but briefly it can be summed up as follows: Gamages 'Premium' Oil is

★ A First-class Modern Detergent Oil.
★ Blended only with Scientifically Tested Additives.
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Because it is EQUAL IN EVERY WAY to similar Premium oils at very much higher prices, many more thousands of motorists are now using Gamages 'Premium' Oil. A trial will convince YOU.

GRADE RECOMMENDATION LIST FREE.

Carriage outside our extensive van delivery area: 100 miles, 5/9; 200, 6/-; 300, 7/6; Scotland, 9/6.

5 Gall. Drum **42/6** Nett 45 lb.

★ *... and, for those who prefer a Non Detergent Oil —*

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POPULAR OIL

is still available.

Many knowledgeable motorists have used Gamages 'Popular' Oil all their motoring lives. They use it not only because it costs much less than other high-grade oils, but because of its proved merit as A QUALITY OIL.

5 GALL. DRUM **35/-** *Grades as above. Carriage as above.*

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Reliable Windscreen Demister Less than Half Price!!

Sturdily built and reliable. DOUBLE heat deflector to protect windscreen glass. Not to be confused with single deflector types usually offered at this price. Fitted with positive ON and OFF toggle switch and 3 ft. of well insulated twin cable. **Please state 6 or 12 volt.**

Originally 17/6. Post & Pkg. 8d. BARGAIN PRICE **8/6**

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3-Piece DEMOB SUITS

The pick of the 'De-Mob' suits for the SMALL MAN or YOUTH. These suits will withstand the stress of everyday working life. S.B. in Fine Quality Blended Worsteds and Smart Tweeds. **49/6**

THESE SIZES ONLY:—

	Chest	Waist	Leg	Code
Blue or Brown ...	34"	30"	30"	1
Blue only ...	34"	30"	28"	36
Brown only ...	34"	30"	29"	50

Please quote colour and code number when ordering.

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2-GALLON PETROL CANS

These are brand new, standard type and are made from heavy gauge metal with solid brass screwed filler-cap and strong carrying handle. Enamelled Green. BARGAIN PRICE **9/9**

Size 11 × 9½ × 6 ins.

Carriage outside our own van area 1/11

GAMAGES · HOLBORN · LONDON · E.C.1 HOLborn 8484 Open Thursdays Till 7 p.m.

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—BOTH MADE AND SAVED

The fitting stockist who advises Cromard is thinking ahead for himself and his customer—long term satisfaction for both. Cylinder wear followed by the inevitable overhaul—costs of which are continuously rising—is an ever-increasing liability.

The Cromard method of depositing hard chrome on steel liners very nearly eliminates cylinder wear altogether and thereby greatly lengthens the life of the entire engine.

There are Cromard Stockists all over the world who fit and recommend Cromard. It is significant that overseas demand for Cromard liners is ever increasing, especially where operating conditions are difficult.

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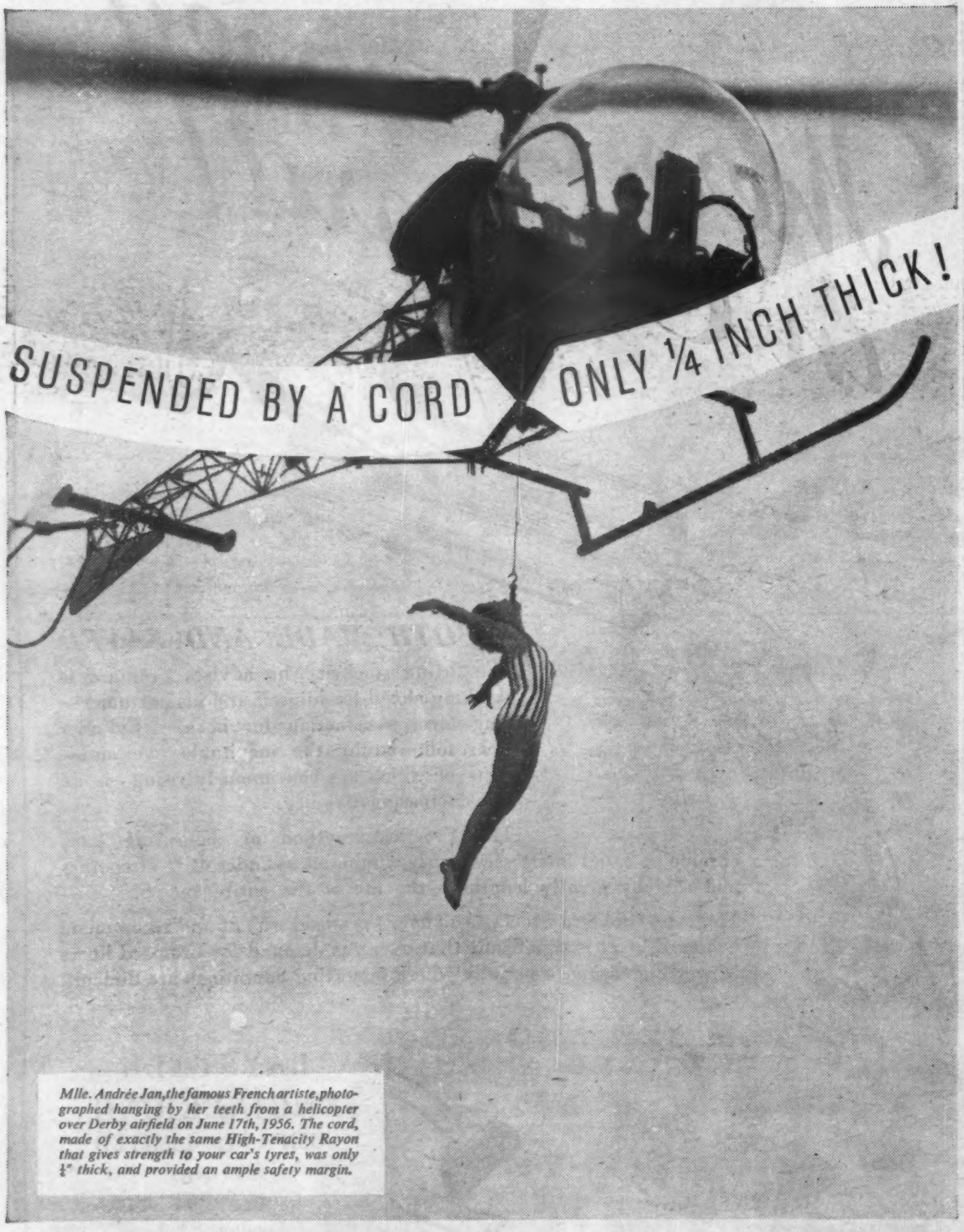
No. 1 IN A SERIES OF TESTS SPECIALLY CONDUCTED BY COURTAULDS LIMITED



Mlle. Andrée Jan, the famous French artiste, photographed hanging by her teeth from a helicopter over Derby airfield on June 17th, 1956. The cord, made of exactly the same High-Tenacity Rayon that gives strength to your car's tyres, was only ¼" thick, and provided an ample safety margin.

You're *safer* when you ride on RAYON!

IT'S... HIGH-TENACITY RAYON...

super strong basis of your tyres

What are your tyres made of? Rubber of course—but not rubber alone. Under the rubber, in 95% of car, bus and lorry tyres in use today, lie several layers of *High-Tenacity Rayon cords*—a very special material expressly designed to give strength to tyres. In some ways, it's even stronger than steel—and in addition it has just the right amount of 'give' in it, so that it doesn't fail under repeated flexing, but yet preserves its shape.

It stands up to heat, too—the bugbear of tyre designers. A fast-running heavily-laden tyre can get as hot as boiling water. Under these conditions, some materials lose much of their strength—but not rayon.

Tyres are much more reliable now than they were before the war. You can thank High-Tenacity Rayon most of all for this, because High-Tenacity Rayon was largely a wartime development, tried and tested under far more arduous conditions than you will ever experience. Like the girl suspended from the helicopter, you can safely put your trust in High-Tenacity Rayon.

THE SAFETY IS INSIDE—IN NEW TUBELESS TYRES TOO

Since the introduction of High-Tenacity Rayon, there has been only one other development of comparable importance—the recently introduced tubeless tyres. Naturally, tubeless tyres also have the security and reliability of High-Tenacity Rayon built into them. It is the rayon cord reinforcement inside that gives them the strength necessary for safety.

RA-A

COURTAULDS HIGH-TENACITY RAYON—THE WORLD'S LEADING TYRE CORD

If you're looking for elegance, visit the "ACE" Stand—No. 262—at Earls Court

ACE

See the wheel disc which is becoming so popular with smart-car owners—the new "Ace-Mercury" with its attractive louvres, bright anodised finish and simple and positive fixing—the disc you will want for your car . . . and the ever popular "Rimbellisher" wheel trims with their smart chrome finish, snug fit and secure fixing . . . and choose the trims you prefer.

NC 230

Come and see why Ace Number Plates are so popular with discerning motorists—the unique style, perfect non-glare finish, rustless material, and positive fixing, and select the plates—"Silver Peak" or "White Peak"—to fit on your new or present car.

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Telephone: Coventry 40561 And at Clarges Street, London, W.1.

BARNACLE ACCESSORIES

● *Write for free illustrated leaflet of other Barnacle accessories.*

THREE POPULAR ASH TRAYS

● A small suction-fitted Ash Tray of smart appearance, handsomely chromium plated. No. E 809/C. 7/- each. Tax 2/11. Also screw-on 5/-. P. Tax 2/1. No. E 089/SC.

● A larger bakelite Ash Tray with chromium non-fume shutters. Lever-operated suction mechanism ensures absolute firmness and easy removal for emptying. No. J 1433. 13/11 ea. Tax 5/9.

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● All these Ash Trays are operated on the well-known "Barnacle" principle of mechanical (therefore positive) suction pads, not to be confused with less efficient press-on types.

See them on our Stand No. 366 at the Motor Show, Earls Court

● *Ask your garage or dealer, or write direct to—*

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CAR COVERS

Manufactured in 7 thou. Vinyl material

ALL SEAMS ELECTRONICALLY WELDED THROUGHOUT. Hemmed all round. Reinforced patent brass eyelets for simple securing. Completely waterproof, resistant to oil and petrol. Side panels allow ventilation by use of POROLATED Vinyl sheeting. Colour: gunmetal only. Available in FLAT sheets or shaped to fit all models.

CAR SHEETS	
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CAR SHAPES For vehicle not exceeding:—		
Length	Width	
12'	5'	60/-
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.005 OLIVE ONLY	Virtually untearable, black P.V.C. on heavy cotton fabric eyeletted 100% waterproof
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(Dept A)
7 CHEAPSIDE · MANCHESTER 2

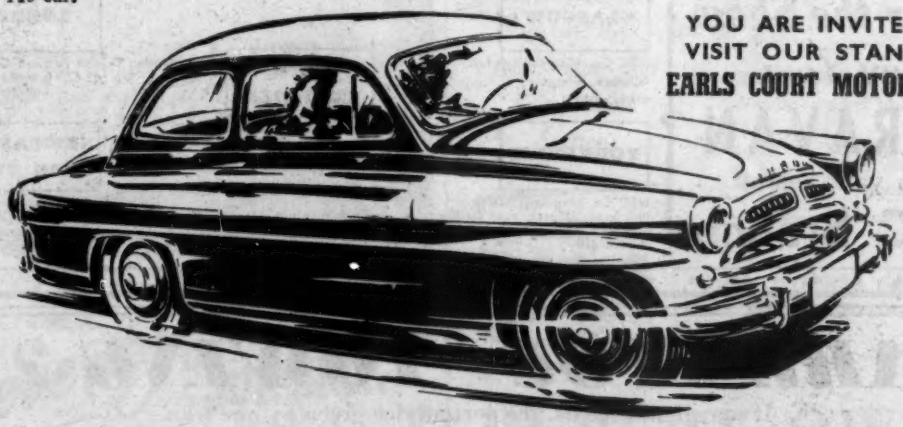
MODEST DIMENSIONS – BIG GOAL

It was a big goal towards which the designers of the new ŠKODA 440 model strived: to build a car of modest dimensions, as light as possible, but ensuring full riding comfort to four passengers and giving them—at the lowest operational costs—all the delights enjoyed with a large, powerful and expensive car.

They have succeeded to perfection. The ŠKODA 440 has the low consumption, lightness of control and agility of a light car, yielding, however, the riding comfort, velocity and driving safety of a big de luxe car. Its smart body gives evidence of the possibility of blending the principles of exquisite taste both with purposeful versatility and the requirements of advantageous streamlining.

The new model will please your eye at first sight. But only when you are seated at its steering wheel can you enjoy the full driving delights characteristic of none other than the ŠKODA 440 car.

YOU ARE INVITED TO VISIT OUR STAND AT **EARLS COURT MOTOR SHOW**



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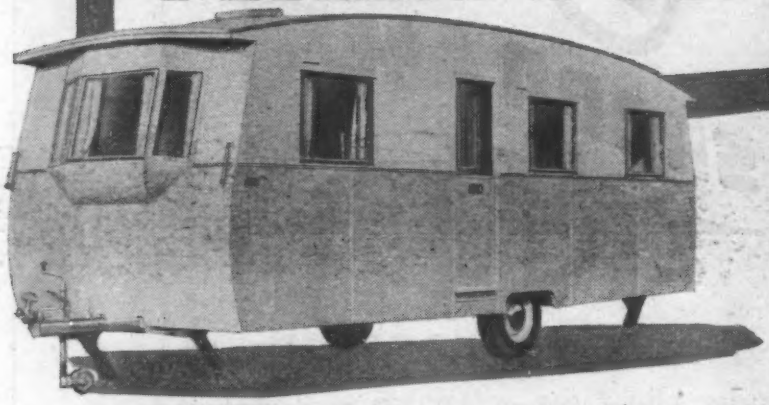
3 QUEEN'S ROAD, EAST GRINSTEAD, SUSSEX, ENGLAND

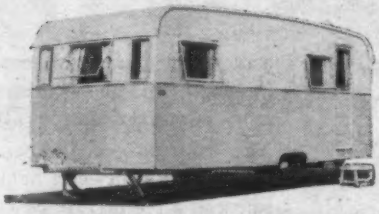
CARAVAN SALES
Touring Caravans, Trailers

MARSTON · 1957



THE SCOUT. A 14ft. 6in. caravan with all aluminium construction and insulation board and cavity lining. End kitchen and inside toilet compartment. Basically a 4-berth, but easily converted at low cost to 5-berth. £349 ex works.

THE INVESTOR "22." A 22ft. all aluminium luxury caravan with end kitchen arrangements £589 ex works. Also available with centre kitchen £569 ex works.



THE INVESTOR "18." An 18ft. caravan combining quality and economy Fully furnished and equipped throughout. £410 ex works or £425 with solid fuel stove and tank

STAND No. 39
AT THE MOTOR SHOW

Be sure and see the two new 1957 additions to the MARSTON range—
THE SCOUT SIXTEEN at £365 ex works and the 22ft. MARSTONETTE at £525 ex works.

MARSTON CARAVANS LTD., SALHOUSE RD., NORWICH, NORFOLK. *Tels.* **NORWICH 46222**

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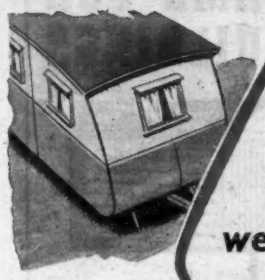

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Beverley "SUNLINER"

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STAND 54

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Maximum loadings 15, 20, 30, 35, 40 cwt.
Standard track lengths 60" and 72" (can be varied to suit customers' requirements). Available with or without internal expanding brakes.

DISC WHEELS AND CAPS
To suit tyre sizes from 4.50-16 in. to 7.50-16 in.

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CARAVAN AND TRAILER
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Less Bulb but complete with switch. Chrome finish Size 4½" x 1⅝". Price 10/6

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Supplied in Walnut, Cream or Red finish. Price 3/3 (incl. P.T.)

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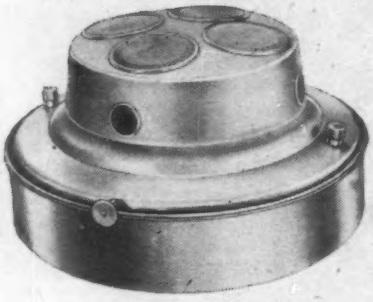
Rust-proof, Chromium Plated, highly polished finish. Size 5½". Price 2/6 each.

JUNIOR HEATER

Strongly made, seamless upright heater. Finished in Silver and Red. Burns for approximately 7 days on one pint of paraffin Price 15/-



SUMP HEATER

Leak-proof and seamless, finished in attractive Silver and Red, with first-class porcelain burner. Price 24/6

These quality accessories are obtainable from your local Garage, Stores and Halfords branches.

Regal

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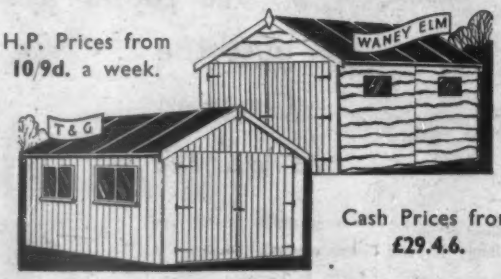

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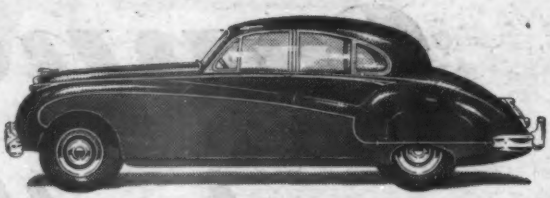

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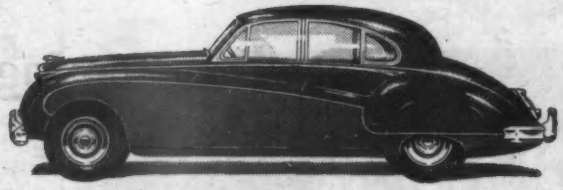

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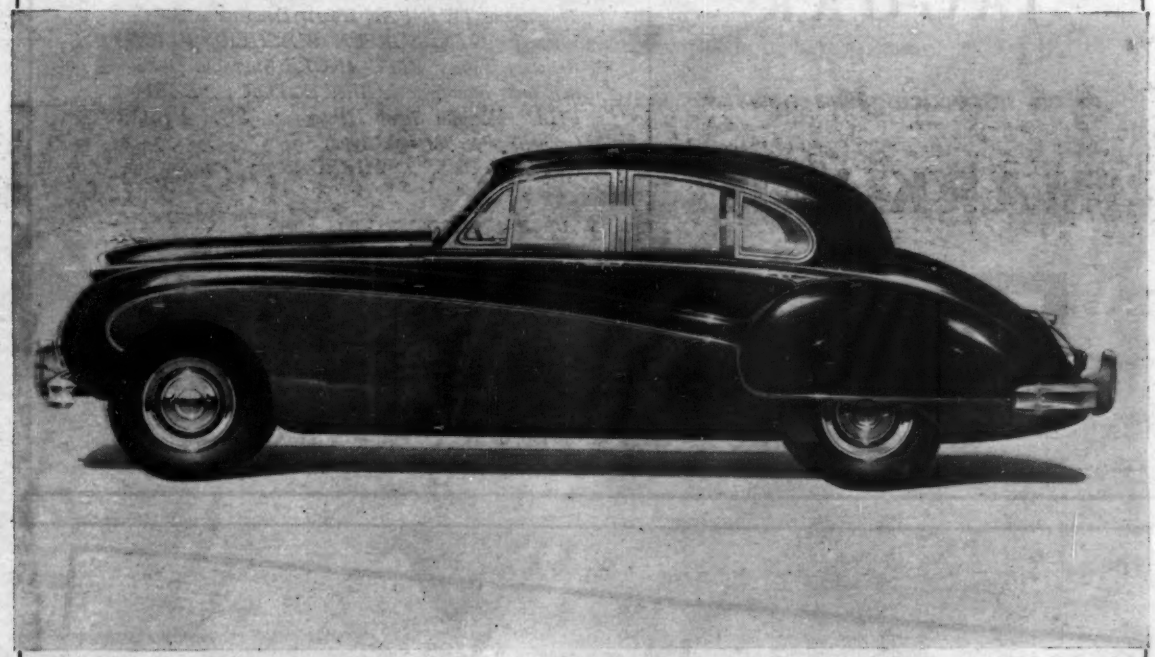

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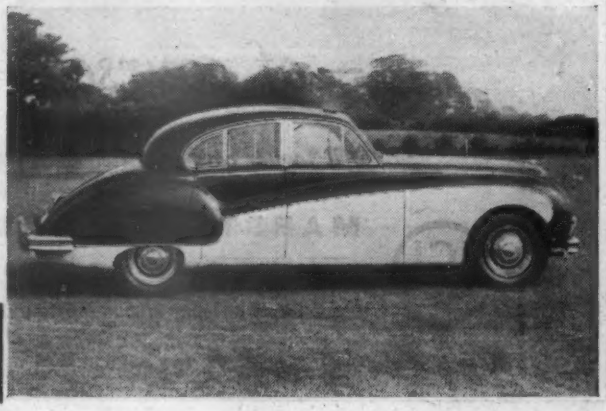

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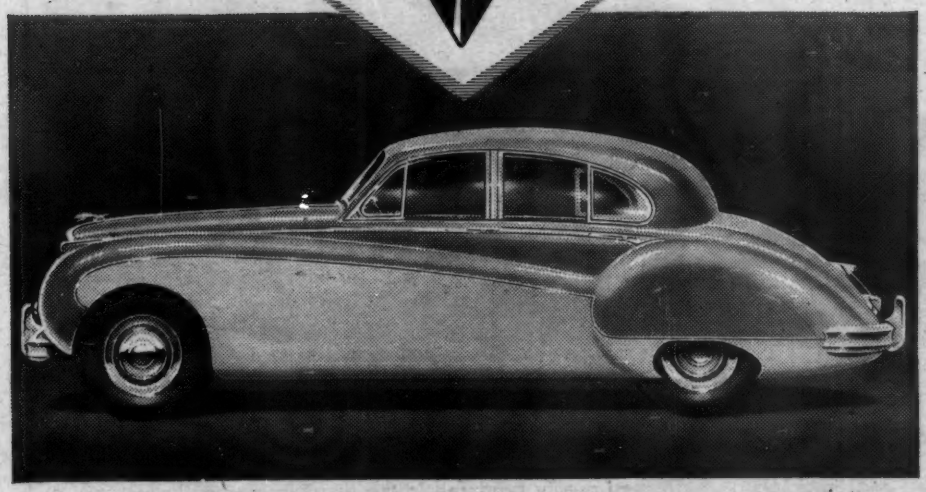

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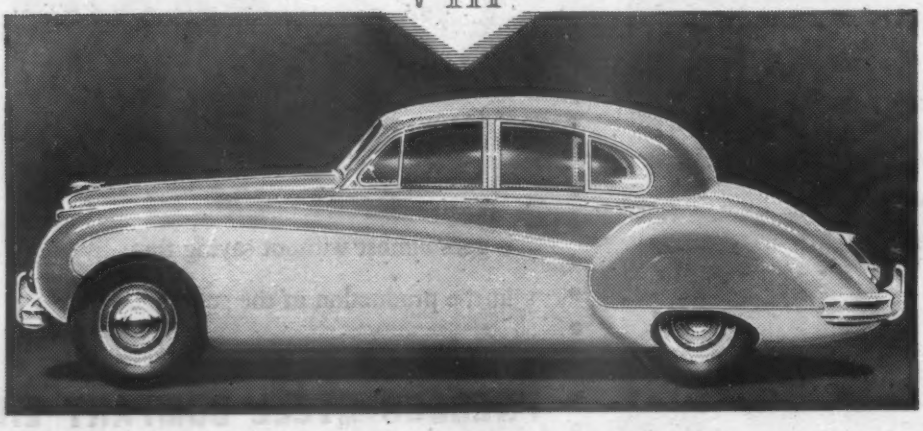

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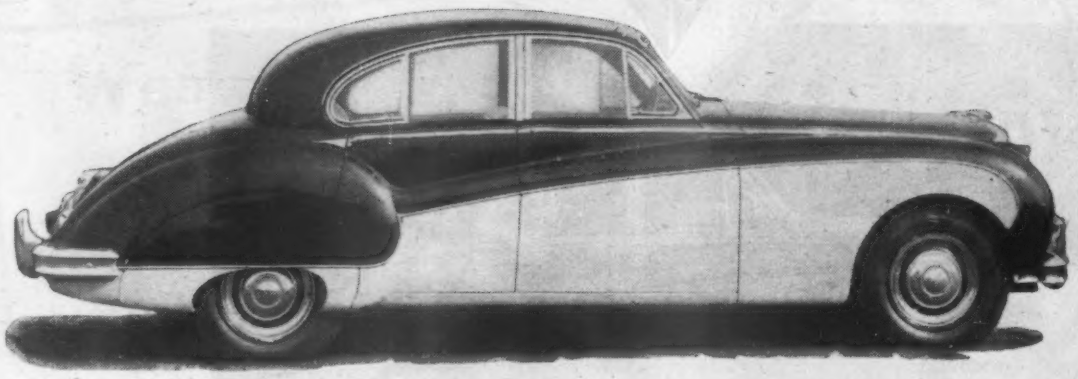

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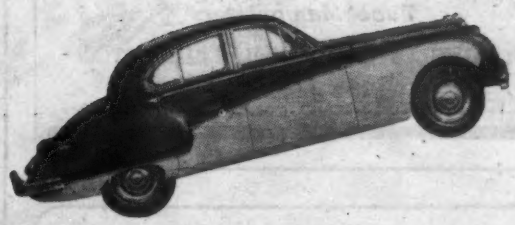

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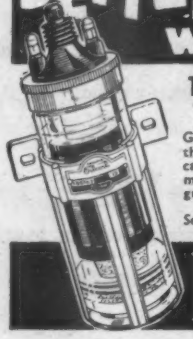

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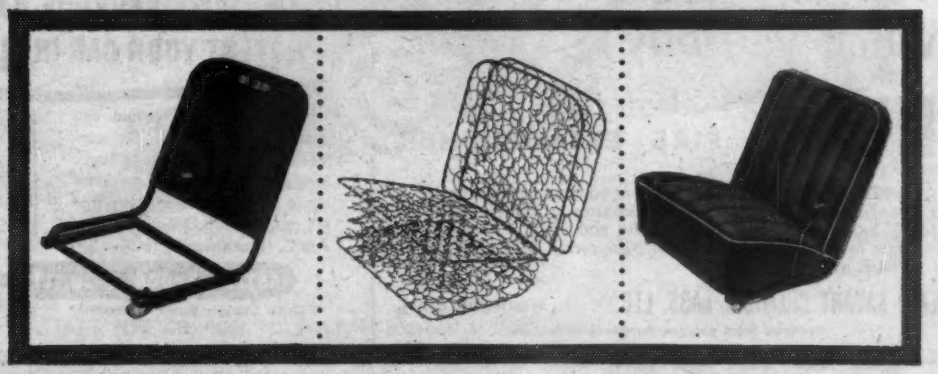

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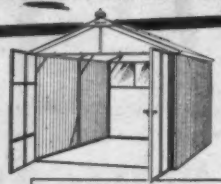

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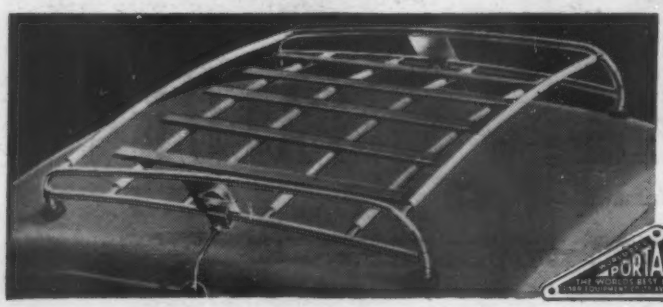

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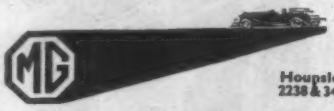

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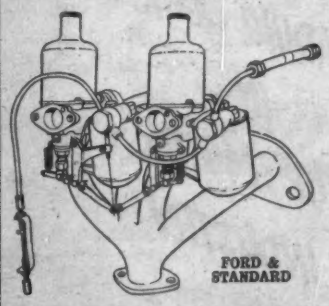

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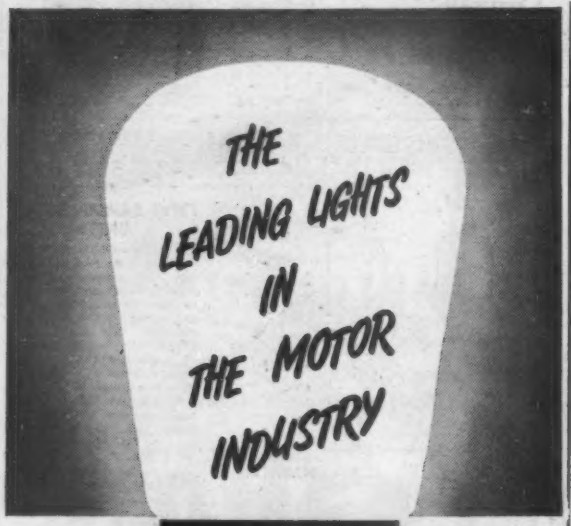

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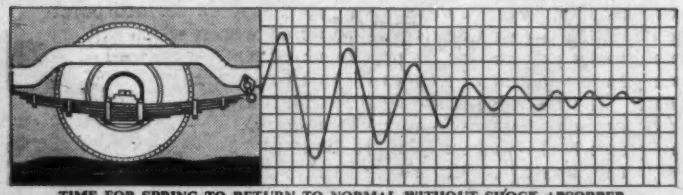

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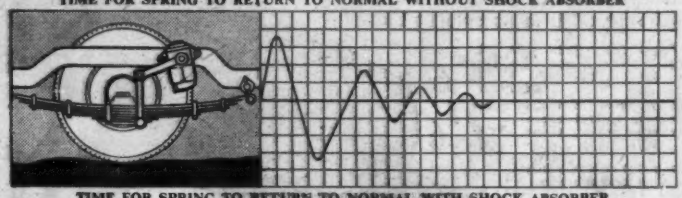

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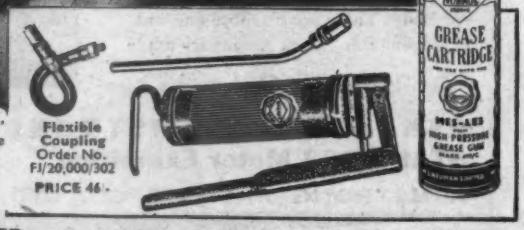

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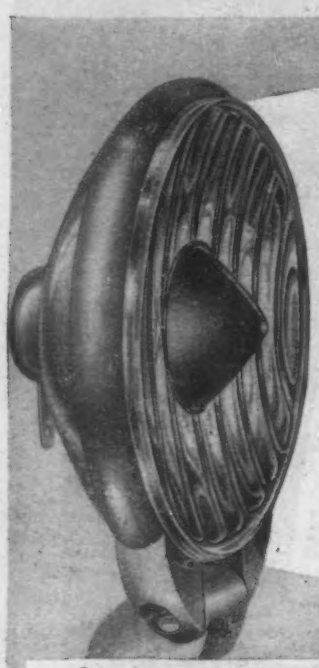

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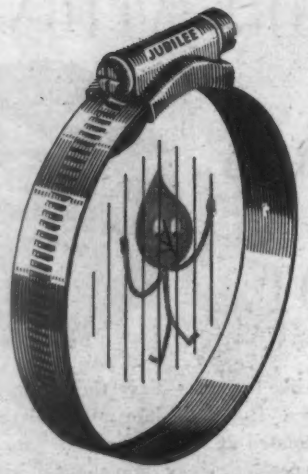

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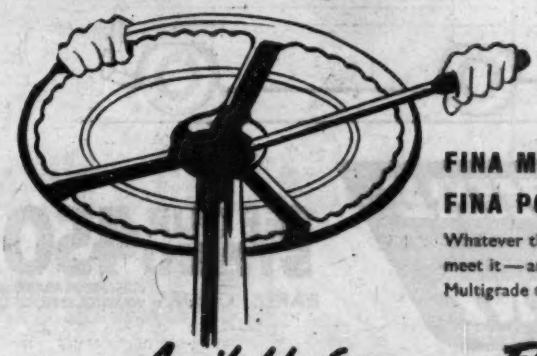


FINA MOTORTONIC for your engine

FINA PONTONIC MP for your gearbox

Whatever the season there's a FINA grade to meet it—and there's also FINA Motortonic Multigrade to suit all seasons

Available from your FINA dealer

FINA PETROLEUM PRODUCTS LIMITED

An asset to your property.....a credit to your car!

BUY A **BOWMONK**

FIREPROOF STEEL FRAMED GARAGE

● ***The Danum*** A building of exceptionally smart appearance with every up-to-date feature. Completely rigid structure built from finest British steel. A masterpiece of modern engineering, covered in exceptionally strong corrugated asbestos cement sheeting ¼in. thick. Completely weatherproof. Double swing doors braced for maximum strength, giving *full width opening*. Designed for easy owner erection.

6 other models, each designed for a specific purpose and to suit available space, at prices ranging from £30 upwards. Make sure your new garage is a BOWMONK. It's reasonable in price, good to look at and it's FIREPROOF! Approved by all Local Authorities.

The problem of working underneath your car without a pit is solved by

The BOWMONK 'DRIVE-ON' CAR RAMPS

You simply drive on to the ramps and apply your brakes. Your car is then high enough off the ground for all normal underbody maintenance, greasing, sump removal, draining gear box, etc., etc. Speedy, portable, non slipping, safe, practical. Designed with an enormous load safety factor, these ramps are essential additions to your motoring equipment . . . and at such low cost!

£4·7·6
PER PAIR, PLUS 7/- CARR.

Please send for free illustrated leaflets to the manufacturers

BOWSER, MONKS & WHITEHOUSE Ltd., Dept. AM8, **SPRING GARDENS, DONCASTER**

Phone: Doncaster 65196

YOU CANNOT MAKE A CAR OF RUBBER

AND YOU CANNOT MAKE A GOOD CAR WITHOUT RUBBER

BUT TO MAKE THE BEST CAR YOU NEED

HERTFORDSHIRE RUBBER COMPANY LTD

SEE OUR STAND 450
EARLS COURT FIRST FLOOR ADJOINING WARWICK RD ESCALATOR

COMPONENTS!

HERTFORDSHIRE RUBBER CO., LTD., LETCHWORTH, HERTS., TEL: 1800

BMJ

do you suffer from
elusive locks?

Fits all Ignition-, Door-, and Boot-Locks. Self-adhesive.
Permanently luminous for 7-8 years.
See where to put your key in the dark—and let it slide into the slot.

Obtainable from Garages and all branches of Halford's.

FIT LUMINOUS CAR KEY *Lite* 2/11d.

Manufactured by
RADIUM LIGHT CO. LTD. (Dept. A), LONDON, N.W.6

DRB/2778

"Let's have the upholstery
to match Mum's new suit!"

You can colour leather upholstery to any one of 24 attractive shades with NUAGANE. It adds a cheerful touch of colour, and makes worn, faded upholstery like new. NUAGANE is waterproof, durable and flexible. Ideal for leather and leather substitutes. For plastic materials, use PeVeC instead.

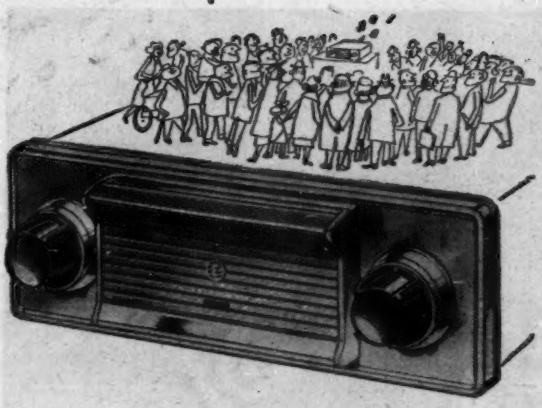
Obtainable from your garage or from HALFORDS

Trade prices on application
Overseas enquiries invited

NUAGANE Send for Free Colour Card

Flexible Leather Lacquer

NUAGANE PRODUCTS LTD., 19 SOHO SQ., LONDON, W.1. Tel.: GER 3347/8/9



there's a Car Radio Show on Stand 95

On Stand 95 at the Motor Show you can see why an Ekco Car Radio is such an exceptionally fine receiver. Ekco have been pre-eminent in the development and manufacture of car radio receivers for over 21 years and it is this experience that makes every Ekco receiver so outstanding in performance, good looking in appearance and long-lived in reliability. For further proof, ask any man who owns one!

There is a model in the wide Ekco range specially styled for your car—whatever its make or age—which fits neatly and unobtrusively into or under the fascia panel. Ask for a demonstration from your local Ekco Car Radio Dealer: he is an expert in his job and there is one in every town!

CR152 (basic model) **£27.15s.** (tax paid)

Approved as standard or alternative equipment for

ALVIS · ASTON MARTIN · BRISTOL
FORD · ROOTES GROUP · ETC.

BRIEF SPECIFICATION

- **Manual and instantaneous pre-set tuning is incorporated.**
- **6-valve superhet receiver.**
- **Hinged cover opens for manual tuning.**
- **Vibrator Cushioning for mechanical silence.**
- **Dove grey or black finish, with chromium-plated bezel.**
- **Consumption only 2.7 amps. (approx.) at 12 volts. (6v. model also available).**

EKCO quality car radio

POST THIS COUPON TODAY

Please send me full details of EKCO Car Radio for my

Make of Car ..... *year* .....

Name .....

Address A.51

E. K. COLE LTD · EKCO WORKS · SOUTHEND-ON-SEA · ESSEX

don't drive in a refrigerator this winter!

FIT A K-L HEATER

Fit a K-L HEATER/DEMISTER/DEFROSTER *and do it now* before the winter sets in. This way, you can be sure of switching on the weather *you* want, even under the coldest, dampest and most miserable conditions. You can be sure of a demisted and defrosted windscreen, too!

K-L 54 HEATER/ DEMISTER/DEFROSTER

units cost nothing to run. They use waste heat from the engine cooling system (thermo-syphon or pump type). 2 K.W. capacity—easily fitted—dashboard-controlled by illuminated rheostat switch. Available in 6, 12 and 24 volts complete with all accessories and defrosting equipment.

PRICES FROM £11-0-0

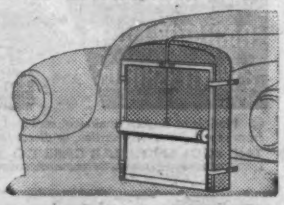
K-L 54 units are "Tailor-made for:—

Austin A.30 and A.50; Hillman Minx IV–VIII side and overhead valve; Hillman Husky; Morris Minor Mark II O.H.V.; M.G. Midget T.F. and T.D.; Standard 8/10; Triumph T.R.2; Prefect and Anglia 1954/5 all at £11 each. Renault 750 C.V.4. Fresh air heater/demister/defroster £11.

K-L MONITOR HEATER/ DEMISTER/DEFROSTER

Wonder heater for every car and wonderful value for money. Works as the K-L 54, 1½ K.W. capacity, 3-way controlled illuminated rheostat switch, complete with all accessories and defrosting equipment. Price £10/10/-. **Prefect and Anglia** up to 1953 ask for **K-L Monitor Mark III £10/10. Ford** Popular and all other cars ask for **K-L Monitor Model "P"** (heater only) at **£10/-/-.** All obtainable in 6, 12 and 24 volts.

K-L EVENTEMP RADIATOR ROLLER BLIND



The complete answer to over-cooling. Fits behind radiator grille, controlled from dashboard, keeps running temperature "right" in any weather, saves petrol and engine wear. Models for all cars. Prices from 55/-.

AND NOW — FRONT & REAR SCREENS CLEAR! THE K-L **"CLEAR VIEW"**

PLIABLE Electric Demister and Defroster

unit at last conquers that dangerous blind spot—a misted or frosted rear screen. It is the first *pliable* FRONT OR REAR demisting or defrosting unit on the market. Can be shaped to fit any type of screen. The completely insulated heating bar, which is *chromium plated*, heats up to 180°/190°C. and consumption is 35 watts. Heat rapidly flows over the whole screen. Available in 6, 12 and 24 volts. **Price complete with 2ft. 6in. cable and pull-and-push switch, 39/6.**

All available from your garage or accessory store. Write now for descriptive leaflets.

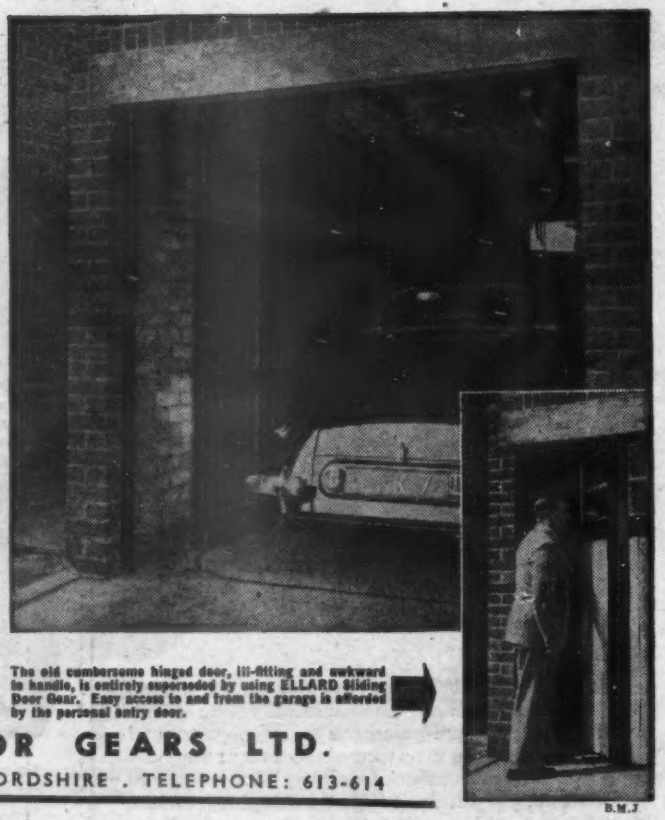
K-L

KEY-LEATHER CO. LTD.
5 URSWICK ROAD, LONDON, E.9
Telephone: AMHerst 5202/4

ELLARD

SLIDING DOORS FOR EASE AND SPEED!

The illustration at right shows a private garage fitted with ELLARD "Radial" Sliding Door Gear. Sliding doors prove of great advantage to the private motorist. In addition to protection against damage to the car caused by accidental swinging of doors, valuable working space is gained by using sliding doors. Sliding doors are moderate in price. For a garage opening 7ft. wide, a set of ELLARD "Radial" Door Gear would cost approximately £9.2.0. For existing garages already fitted with hinged doors, conversion to sliding doors is usually a simple matter for the handyman. Also suitable for the larger openings of commercial and industrial garages, ELLARD "Radial" Sliding Door Gear is obtainable at most large ironmongers throughout the country, or direct from the manufacturers.



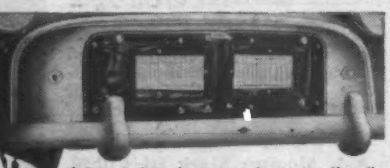
The old cumbersome hinged door, ill-fitting and awkward to handle, is entirely superseded by using ELLARD Sliding Door Gear. Easy access to and from the garage is afforded by the personal entry door.

B.M.J.

ELLARD SLIDING DOOR GEARS LTD.

WORKS ROAD . LETCHWORTH . HERTFORDSHIRE . TELEPHONE: 613-614

KEEP WINTER OUT!



MIDLAND SUPREME

THE WORLD'S FINEST RADIATOR MUFFS & WINTERSHIELDS

★ Easy starting and warmer car heating in cold weather.
★ Improve petrol consumption and reduce load on batteries.
★ Flap adjustable to 3 positions.
★ Radiator muffs also available.

WINTERSHIELDS

Morris Minor	1955/6	8031 U	45/-
Morris Oxford and Cowley ..	1954/5	8030 V	48/-
Ford "Popular"	1954/6	4363 P	34/-
Ford "Anglia"	1954/5	4495 U	45/-
Ford "Prefect"	1954/5	4496 U	45/-
Austin A40-A50	1955/6	8029 S	38/-
Rover "90"	1951/6	4465 V	48/-
Hillman "Minx" Mark VIII	1955/6	8007 T	39/9
Wolseley Six-Ninety ..	1955/6	8043 V	48/-

● Models to fit ALL makes of cars and commercial vehicles.
From your local Service station, or direct from: Dept. A.,
THE MIDLAND GEAR CASE CO. LTD., SPRING RD., BIRMINGHAM, 11

A COMPLETE SPRAY UNIT IN THE PALM OF YOUR HAND

BLINK

THE NEW INVISIBLE CHROME PROTECTOR
A lasting invisible protection for all polished metal surfaces. Resists all weathers and atmospheres. Dries hard instantly. 8/6 per 6oz. Aerosol pack.

By the manufacturers of

AEROZENE

AEROSOL GRAPHITED PENETRATING OIL
Lubricates car springs in seconds. Ideal for locks, hinges and all moving parts exposed to the weather. 7/6 per 12oz. pack., 20oz. pack 11/-.

RUSOLVENT

AEROSOL EASING FLUID
Easily releases rusted joints, nuts, bolts, etc. 7/6 per 12oz. pack.

RUSOLVENT gets it moving
AEROZENE keeps it moving
BLINK keeps it shining

Obtainable from your local garage or write:
AMBER OILS LTD.
Pressurised Dispenser Division
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Batley multiple garages can be erected in any number in one block at a fraction of the cost of brick structures. Ideal for Housing Estates, Public Utilities, Hotels, etc. As private lock-ups, they provide an unequalled investment.

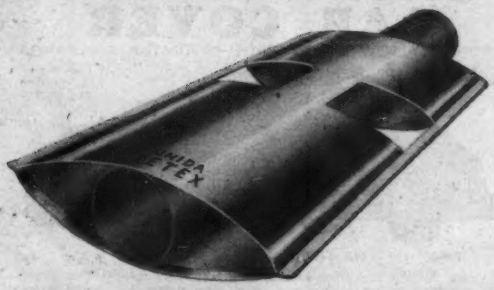
PRICES FROM £55. ATTRACTIVE DEFERRED TERMS.
● ERECTION SERVICE AVAILABLE.
● CHOICE OF HINGED OR 'UP & OVER' DOORS.
● PURCHASED BY OVER 200 COUNCILS.
● 3 YEARS' GUARANTEE.
● 5 YEARS' FREE FIRE INSURANCE.

SIZES: Lengths 13' 8", 16' 4" or 19'.
Clear Height: 6' 3" or 7' 9".
FREE DELIVERY IN ENGLAND AND WALES
Write for illustrated Brochure to:—
ERNEST BATLEY LIMITED
60 COLLEDGE ROAD, HOLBROOKS, COVENTRY
Telephone: 89245/6

IMPORTANT ACCESSORIES FOR YOUR NEW CAR

"MIKE HAWTHORN RECOMMENDS the UNIDA JET-EX EXHAUST EXTRACTOR

for the general improvement in PERFORMANCE of ANY Car or Motor Cycle"



HEAVY CHROME

Preserves tail-pipe, Silencer, manifold

MORE M.P.G., FLEXIBILITY H.P., SILENCE

LESS CARBON, FUMES, NOISE, FLAT-SPOTS

"Fitted in SECONDS"

17/6 up to 1⅝" pipe

22/6 over 1⅝" pipe

A BRITISH INVENTION

Pat. App. For Reg. Tr. Mk.

UNIDA WASH-MOP (Patented) for BUCKET or HOSE

"A NEW Unida device called the Wash-Mop has a mop-cotton head and a rubber handle which is hollow. A brass nozzle at the end is connected to a hose, which keeps the mop head flooded with running water. The mop is simple and well made.

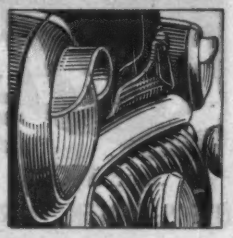
On a muddy car it kept itself clean, did not harbour grit and was light and quick to use. The mop did a good job, and left the coachwork so clean that polishing was hardly necessary. It did not splash the operator at all."

"The Autocar"

15/- *QUICK · EASY COMFORTABLE*

UNIDA HEADLIGHT HOODS for BRITISH CARS HEAVY BRASS-CHROME

SAFER DRIVING in SNOW, RAIN, MIST or FOG



SAVE WASTED BEAM

CUT GLARE FOR DRIVER

"A TOUCH OF BEAUTY"

ACCEPTED ALL OVER THE WORLD **15/-** PER PAIR

ALL BRITISH ACCESSORIES BY

UNIDA PRODUCTS LTD., LONDON, W.5

IMPORTANT ACCESSORIES

THE NEW "DE ESSE" REGD. CAR COVER

COMPLETELY NEW DESIGN WITH VENTILATED SIDE PANELS

Design registration No. 880206

FIRST IN THE FIELD—1951

A shaped cover of high grade waterproof VINYL sheeting—the finest sheeting manufactured for this purpose. High tensile strength, welded seams, non-scratch plastic eyelets which cannot pull out. Heavyweight eight thou. Textured effect interior surface retains air for improved protection.

IT BREATHES!

Side panels specially ventilated with minute holes allowing air flow while preventing penetration of moisture.

	Maximum	Length/Width
SMALL CARS	£3 9 6	12ft. x 4ft. 6in.
MEDIUM CARS	£3 14 6	13ft. x 5ft 0in..
LARGE CARS	£3 19 6	15ft. x 5ft. 0in
EXTRA LARGE	£4 12 6	16ft. x 5ft. 6in.

All goods post free (U.K.).
Also supplied with plain panels. Repair Outfits for Covers and Sheets 3/3d.

COMPARE PRICES AND QUALITY

WATERPROOF SHEETS

Welded seams. Plastic eyelets. Heavyweight seven thou. VINYL. 8ft. x 5ft. 14/-, 8ft. x 7ft. 15/9, 12ft. x 8ft. £1/7/3, 15ft. x 12ft. £2/12/6, 18ft. x 12ft. £2/19/6, 20ft. x 15ft. £4/5/-.
Thicknesses given are Microgauge.

COVERS FOR
Three wheelers (Bond Minicars, etc.). motor cycles, scooters and pedal cycles. Prices from 15/9
Enquiries invited
LEE Green 5373

CATFORD D. S. LTD. (DEPT "A").
398 HIGH ST., LEWISHAM, LONDON, S.E.13

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KINGSTON 5621/2

Open 9 a.m — 6 p.m.
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159 & 161 LONDON ROAD KINGSTON-ON-THAMES

The NEW WOOD RIM

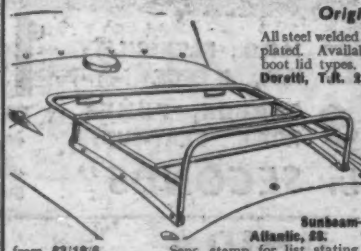
"FEATHERWEIGHT" STEERING WHEEL. *(Prov. Pat. No. 29909/54)*

A beautiful exclusive design of steering wheel, of modern appeal. Attractively finished in contrasting colours of rich mahogany and white obechi with finger grip rims and slotted spokes in one piece. Duralumin frame.

Frames 16in. dia., **£8.** 17in., **15/-** extra. With bosses for **Austin-Healey, M.G., Morris Minor, £10/5/-. Aston Martin, £10/10/-. M.G., T.C., T.F. and A., Triumph T.R. 2 and 3, £10/15/0. Jaguar X.K. 120 and 140, Mark VII, A.C. Ace** (Bluemel adjustable), **£11/10/-.**

CHROMIUM TUBULAR LUGGAGE GRIDS

Originated by us in 1932



All steel welded construction, very heavily plated. Available most makes. Bolt on boot lid types. **M.G.-A., Austin-Healey, Doretti, T.R. 2 and 3, Minor, £7. X.K. 120 and 140, £8/10/-.**

Suction pad and side strainer fixing.

Ford, Prefect and Anglia, Standard 8 and 10, £6.

Ford, Mk. I and II, Consul, Zephyr, and Zodiac, Hillman Minx and Sunbeam-Talbot Convert., A.90 and Atlantic, £8.

from **£3/19/6.** Send stamp for list stating make, model and year. Large range roof racks

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Send **NOW** for our Price List of

LUCAS, NOTEK, MARCHAL SPOT & FOG LAMPS

Immediate dispatch from stock. Let us also enLIGHTen you on our PRICES!

Please send me free and by return your price lists of SPOT and FOG LAMPS, TYRES, BATTERY CHARGERS, etc.

NAME .....

ADDRESS .....

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Post in 2d. (Unsealed Envelope) A/26/10

HORSA BATTERIES LTD., 108, 120, 150 Gt. Ancoats St., Manchester 4

THE ADJUSTABLE ROOF RACK *Streamstyled*

- Most soundly constructed—fits any car.
- Assembled in five minutes.

Prices from **£5/15/-** to **£8/12/6** (chrome finish).

- Styled to blend with modern car design.
- Two-tone colour combinations available.

Also available the expanding Octopus luggage strap for use with all roof racks.

CAR-RAX LTD., MORTIMER MARKET,
(OPPOSITE TOTTENHAM COURT ROAD TROLLEY BUS TERMINAL)
LONDON, W.C.1 TEL: EUSTON 2020 & 2114/5

Here is a

MUST

for safer driving during the hours of darkness (no more fumbling for lighting switches).

Suitable for Pass—or Headlights. Fingertip control. Ideal for signalling at cross roads, etc.

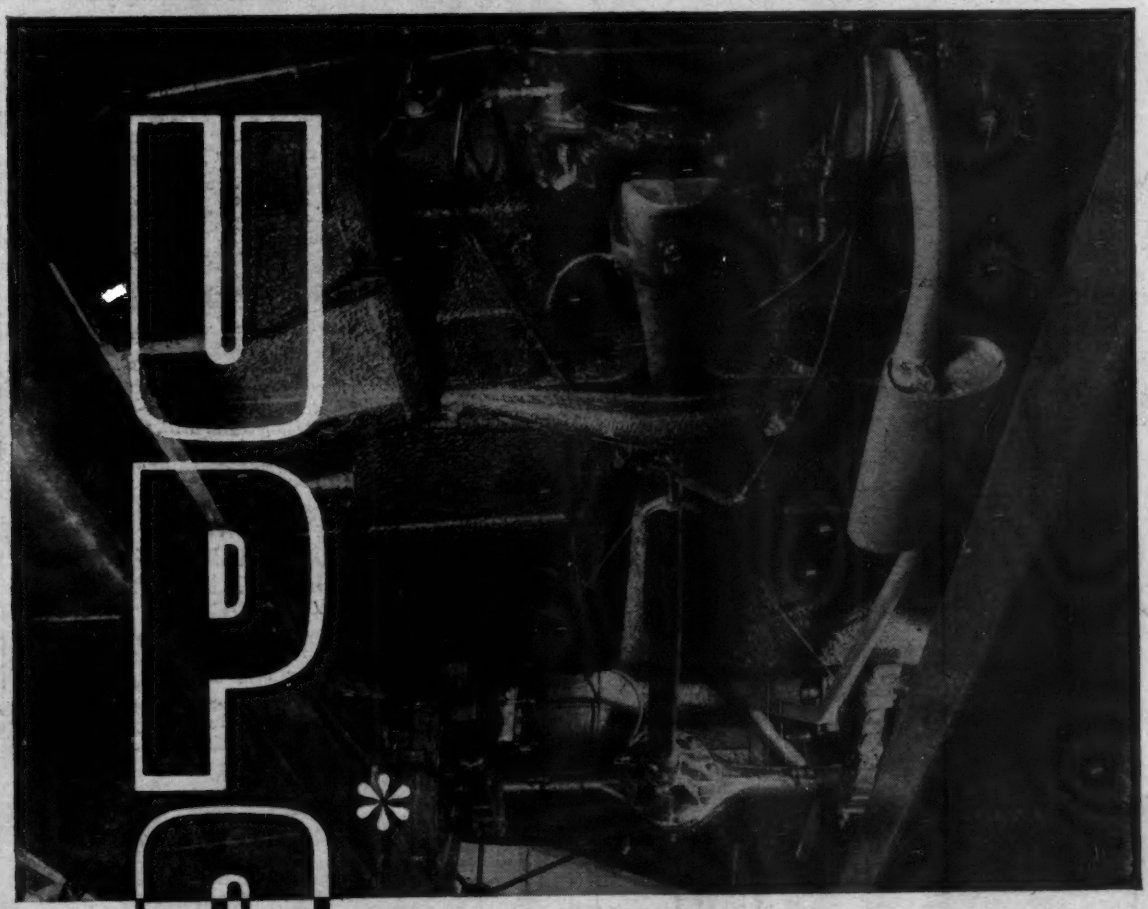
On and Off	@ 17/6
Dipper	@ 19/6
Dual	@ 33/6
Special model for latest Morris Oxford Cowley Isis	@ 35/6

Special model Ford Consul and Zephyr .. @ 19/6
Plus 1/4 for postage and package.

Send for full details of these and many other models

S. & B. ENGINEERS (RATCLIFFE) LTD.
46/48 BRODLOVE LANE, LONDON, E.1 *Telephone: STEPNEY GREEN 5143*

FOR YOUR NEW CAR



UPC*

Thicker than the metal itself!

Flintkote Underbody Protective Coating is a tough, tenacious flexible coating applied by trained operators to the most vulnerable part of a car—its underbody. Thicker in most cases than the metal to which it is applied Flintkote UPC reduces road noises, panel-drumming and vibration.
It offers permanent protection against unseen but dangerous rust and repels the incessant onslaught of stones and grit. One application of Flintkote UPC — less than the cost of the average comprehensive annual insurance premium — lasts the life of the car and not only lengthens its span of roadworthiness but increases its re-sale value, too.

prevents rust . . . resists abrasion . . . deadens sound

FLINTKOTE

REGD. TRADE MARK

*** UNDERBODY PROTECTIVE COATING**

INDUSTRIAL ASPHALTS CO. LTD.,
ADAM HOUSE, ONE FITZROY SQUARE, LONDON, W.1.

Send me full details of the FLINTKOTE service and name of my nearest Agent.

NAME .....

ADDRESS .....

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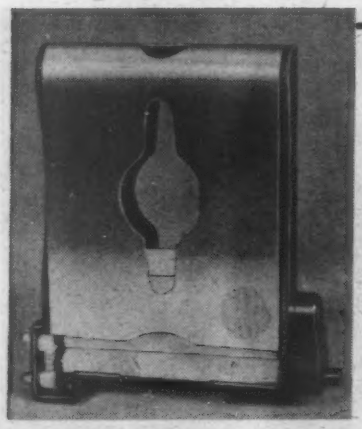
MAKE OF CAR .....

IMPORTANT ACCESSORIES



Introducing the

NMC AUTOMATIC CAR CIGARETTE LIGHTER

Features

- ★ NO FUMBLING
- ★ ROAD SAFETY
- ★ GRAVITY FED
- ★ CIGARETTE ALWAYS READY
- ★ COMES OUT LIGHTED

A new cigarette box and lighter for facia fixing. The die-cast body has a back plate that gives the choice of fixings. The front is easily opened for refilling (10 cigarettes). One cigarette lies in the trough ready for use—just press the button—the cigarette is pushed against the heater element and is ignited.

PRICE £2-12-6

for lighting up—without pulling up

AUTOMATIC CAR CIGARETTE LIGHTER CO. LTD.
CAMDEN HOUSE, CORSHAM ST. LONDON N.1.

ANNOUNCING THE NEW

TUTORBRAKE

A VALUABLE CONTRIBUTION TO ROAD SAFETY

PRICE **72/6** COMPLETE
Postage 2/6.

An essential fitment for instruction on cars with inaccessible handbrakes. Using a ¼in. drill, this unit can be fitted by any handyman. Suitable for all makes of car—readily locked out of action—removed in a few minutes, leaving no visible trace or unsightly holes.

Send for descriptive leaflet, stating details of car to be fitted, to:—

SALES DEPARTMENT
AUTOMOBILE & INDUSTRIAL DEVELOPMENTS LTD.
59, EXFORD ROAD, LEE, LONDON, S.E.12
Tel.: LEEgreen 3782/0240

Double Pedal Unit Controlling Clutch and Brake available for driving schools, 127/- (post free).

TRADE ENQUIRIES INVITED

This unit has been tried and approved by the leading motor associations and driving schools.

"Enbeeco"

SCIENTIFIC AIDS FOR MOTORISTS

NEW!
CAR ALTIMETER
Price £5.5.0

Accurate movement. Easy to read dial. Registering to 10,000 ft. Chrome case with flange back.

55/-
(Postage 1/-)

A PLUG-IN ILLUMINATED MAGNIFIER FOR MOTORISTS

The "MAGNALITE" 12 (volt) illuminated magnifier is fitted with a three inch diameter lens and is supplied with three feet of flex and with plug and socket for connecting to the car's electrical system. It is a handy accessory for motorists for map reading at night. A battery handle model is also available.

Write today for details and name of nearest stockist.

NEWBOLD & BULFORD LTD.
ENBEECO HOUSE, ROGER ST., LONDON, W.C.1
CHAncery 5614-6

WHEEL CHANGING?

It's a pleasure!

It's a pleasure to introduce owners of Morris Minor cars to an ingenious device which when fitted to the standard spindle jack saves half the time and half the energy needed for a wheel change. Elliot's RATCHET ATTACHMENT (as illustrated) cuts out the use of the tommy bar and gives smooth, free movement with the ratchet arm. Fitted to your spindle jack in a few minutes. Price 27/6; packing and postage 1/3 extra in United Kingdom.

Patent applied for

Enquiries and orders to:
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KINGSBURY WORKS · KINGSBURY ROAD
HENDON, N.W.9 COLindale 8433-7233

Chanoid COLOURED CAR MATS

PATENTS APPLIED FOR

An entirely NEW car mat made to measure in attractive colours which will not fade or wear off. Suitable for any type of car. "Chanoid" coloured car mats are snug fitting, neat in appearance and easily cleaned. They insulate the feet and protect the carpets. Made from specially compounded plastic material they are proof against water, oil, grease and petrol and are non-inflammable. Colours available:—Black, Tan, Blue, Maroon, White, Green, Dark Brown. See your stockist today or write for details to the manufacturers.

WHITBY & CHANDLER LTD
WITCHAN WORKS, BRUNSWICK RD., SHEFFIELD
Tel: 25058 (2 lines)

FOR YOUR NEW CAR

AT THE MOTOR SHOW DID YOU..... ?

See the shine RISE with...

POWDERIZ
TRADE MARK
NOT A POLISH - A POLISHING AGENT

SAVES 80% TIME ON SOLID WAX POLISHING
✱
THE MOST LASTING POLISH THERE IS
✱
USED BY COACHBUILDERS
5/-

USE ANY GOOD QUALITY SOLID WAX
✱
DIP YOUR CLOTH IN POWDERIZ AND WIPE OVER
THAT IS ALL!
5/-

TWELVE MONTHS SUPPLY ON AVERAGE USE IN EACH BOX WITH FULL INSTRUCTIONS.
ALSO EFFECTIVE ON LIQUID WAX.
PATENTED AND FULLY GUARANTEED.

We say it's *BEST*
You prove it's *BEST*
and

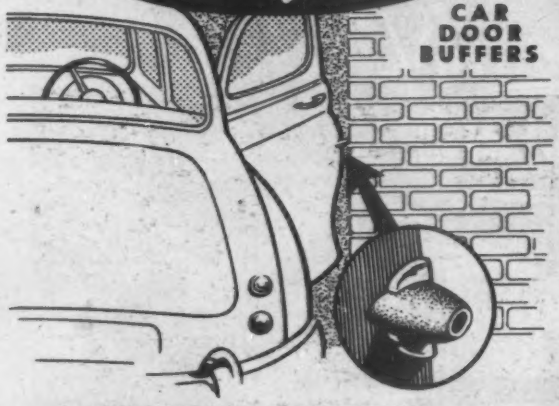
Polish Your Car with a Smile

THE POWDERIZ CO
OLD MILL LANE, FOREST TOWN, MANSFIELD, NOTTS.

IMPORTANT ACCESSORIES

Dor-Gard

CAR DOOR BUFFERS



SCARED OF YOUR GARAGE?

The Dor-Gard will effectively cushion the opening of your car door.

Attractively designed and heavily plated, the Dor-Gard will fit virtually any make of car, can be fixed in an instant and requires no drilling.

7/6 per pair (post free). *Cash with order or C.O.D. Money back guarantee.*

METCHAIR LIMITED
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2 NEW 'RAYDYOT' MOTOR ACCESSORIES

THE 'RAYVAC' SUCTION LICENCE HOLDER

really stays put!

Here is the neatest and most effective licence holder yet produced. Designed for the curvature of modern windscreens it will adhere firmly and positively to all types of screen. The patented lever action gives 50% greater vacuum suction than the screw type and the holder has been tested under all conditions of extreme altitude and temperature. The slim cover is finished in gleaming chrome or cream enamel.

PRICE
(Cream Enamel) 5/9 each
(Chrome) - - 6/6 each

WINDSCREEN DEMISTER DM 68

Styled for the modern car, but equally suitable for all cars and commercial vehicles. This new demister will bend to the curve of any screen or rear window. Strong rubber suction cups give firm fixing. The positive action switch has visible indication for the "ON" position. The element guard gives protection against screen fracture under extreme conditions.

PRICE 15/6

Available from all good garages and Halford's branches.

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London Depot: 95 Pimlico Rd., S.W.1. Leeds Depot: West Mill, Harmer St., Kirkstall Rd

LONDON TRIMMING CO.

FULL CAR TAILORING SERVICE
LONDON — BIRMINGHAM

HOODS READY-TO-FIT

Template tailored. Best quality Double Duck. Flexible plastic rear window. For most makes including M.G., Morris, Austin, Hillman, B.S.A., Singer, Standard, Land-Rover, etc. Also tonneau covers, spare wheel covers, side-screens, etc. *Sent by post or fitted same day.*

FROM £6

BUCKET SEATS
Comfortably made, fluted back... 58/6

REPAIR SERVICES
Fabric and sliding roofs repaired and re-covered. Seats and door panels repaired and renewed. HEADLININGS RENEWED, also supplied "ready to fit" for Ford and Morris 8/10 h.p., *Same day fitting if required.* £4.10

CARPETS
Ready to fit or fitted same day. Heavy quality pile carpeting for all popular makes. Standard range of colours. Rubber backed and fitted with drivers' heel mat. Complete sets from 5 gns.

All types of trimming materials supplied

LOOSE COVERS TAKE YOUR PICK!

A unique service offered. All leading makes of loose covers including: Regency, Car-Coverall, Kumficar, Conway, Perfit, etc., etc. Choose from over 300 patterns and see actual covers. Tartans, Waterproof, Rayon, Moquette, Leopardskin, Duck, etc., from only ..... 75/- (2 seaters 55/-)
Also Transparent plastic covers for all popular makes.

Postal Service if required. Write to Dept. AU,
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WORKS: 40 QUEEN'S GATE MEWS, KENSINGTON, S.W.7.
Tel. (all Depts.) FLAxman 3192. Sales Dept. open Sats. to 5.30 p.m.
NEW MIDLAND BRANCH: 72 Cambridge Street, Birmingham, 1. Tel.: MIDLAND 1747.

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A VERY USEFUL ADDITION

to the world-famous range of "KINGSTON" Roof Racks—
THE LOW PRICED

BOOT-LID LUGGAGE RACK for FORD 'CONSUL & ZEPHYR' MODELS

- No hole drilling. Rack fitted or removed in a few minutes.
- Does not impede the opening of the boot.
- Finished in black or silver stoved enamel with Cadmium plated accessories.
- White rubber pads protect coachwork and safety links prevent any risk of slipping.

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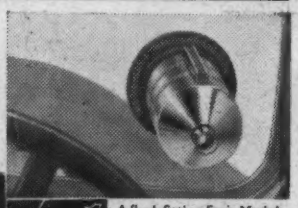
FASSETT RD., KINGSTON-ON-THAMES
Tel.: Kingston 5319

PRICE **£3.3.0**

A Car Lighter for Pipe or Cigarette



The "MUHLEX LIMPET" Car Lighter strikes like a match
With Giant 2in. Suction Cup, an ideal one-hand Lighter for Pipe or Cigarette. "One of the neatest, simplest and most efficient Car Lighters."—"The Motor."

Chromium plated
Post free
32/6

A flush fitting Facia Model also available at Post free. **30/-**
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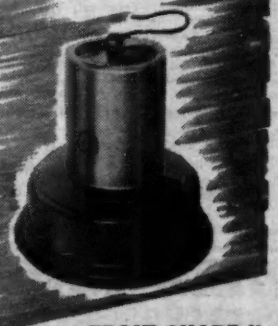
Make this a FREEZE-FREE WINTER

"SAHARA" CAR HEATER

Brings tropical warmth to the inside of your car on the coldest days, simply by using waste heat from the engine. With the demister unit as well, you keep the windscreen always crystal clear. The heater unit itself looks superb with its golden Sahara finish, red fan and white grille, and works silently whilst consuming a negligible amount of current. All fitting accessories and comprehensive instructions are provided to make installation simple and speedy.

"Sahara" Heater Ref. 1250 (6v.) *or Ref.* 1251 (12v.). **£9-5-0**

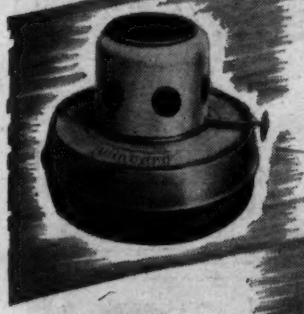
Demister Kit Ref. 1260. **27/-**



"FROST-GUARD" Junior Oil Heater

Hangs under the bonnet or stands under the sump keeping the engine constantly warm to get you off to a good start on the coldest morning. Capacity of one pint paraffin oil gives 130 hours of continuous burning.

Ref: 1150 **14/8**



"FROST-GUARD" Senior Oil Heater

Fits snugly under the sump of all cars, and is fireproof and cannot tip over. Capacity of four pints paraffin oil allows a total of 400 hours burning. Robust construction and fine quality finish.

Ref: 1151 **21/-**

ETHYLENE GLYCOL ANTI-FREEZE

Fill up, and never mind the weather! Gives guaranteed protection down to 35° of frost, and one filling lasts all winter. Is harmless, odourless and non-inflammable.

Per gallon **56/-**

MOTOR SHOW STAND No. 389

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WINGARD (M.A.) LTD. CHICHESTER. SUSSEX.

Protect the weak spots!

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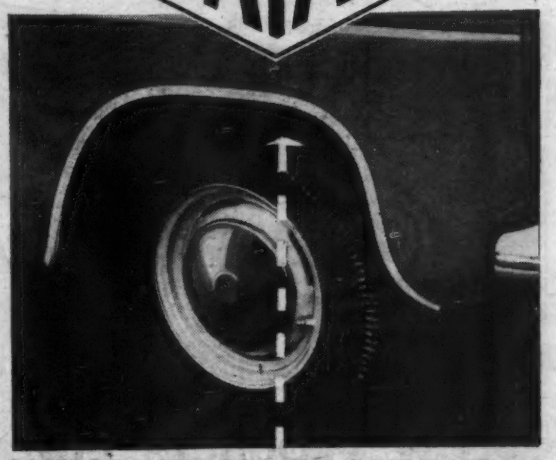


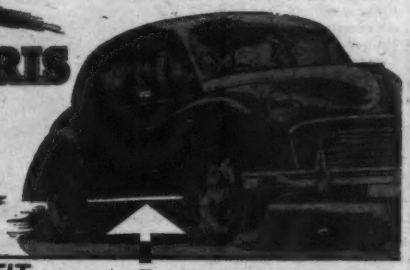
WING EDGE PROTECTORS

Impervious to oil, petrol, road salts and corroding substances. Shaped to stay firmly in place without adhesives. Made of tough black or white plastic which gives neat, clean finish to wing and withstands chips and rubs.

For FORD, MORRIS, VAUXHALL, WOLSELEY and TRIUMPH cars.

40/- to 50/- per set

MORRIS MINOR owners!



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2 door **30/-** per pair
4 door **40/-** per pair

- ★ Gives your car extra smartness
- ★ Easy to fit
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Available from HALFORDS or your local garage. In case of difficulty, write direct to the sole manufacturers :—

BATAX (ENGINEERING) LTD.
CROSSGATES LEEDS 15

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The underbody seal with the metallic bronze finish for the connoisseur. Insist on ADUP.

IT'S BRITISH IT'S GUARANTEED

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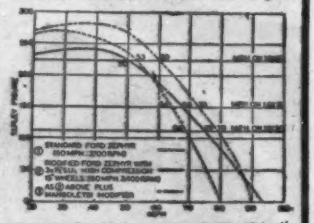
Thousands in use by police forces, competition motorists, engineers, technical men and all are enthusiastic about the results.

"*In all cases the smoother low-speed running and acceleration was sufficiently marked to justify fitting.*" "The Autocar" 23/3/56.

"*Big gains in torque with improvement in consumption.*"

The graph shows the considerable improvement the modifiers have made to the tuned Ford Zephyr of Lawrence Pomeroy, the technical Editor of "The Motor" as described in his article "Account Rendered 1955" in "The Motor" 15th February, 1956.

RE-ATOMIZES WET PETROL IN THE MANIFOLD—*For increased carburation efficiency resulting in a better, smoother and more economical engine.*



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A.30, A.40, A.50; Anglia, Prefect, Consul, Zephyr; Minx; Javelin; M.G.; Minor, Oxford, Cowley; Renault; Riley 1½; Singer; Standard 8 and 10 and 12; Mayflower; Wyvern, Velox; V.W.; Wolseley 4/44.	POST FREE IN U.K. ONLY **20/-** EACH
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Armstrong 234; Bentley S; Daimler Regency, Century; Jaguar XK and Mk. VII; Rover 75 and 90; Triumph TR3	**30/-** EACH
2 Modifiers are required for 2-carburettor Models	Easy to fit. No holes to drill

We also manufacture Gas Carburettors for leading engine manufacturers.

Sole Manufacturers and Patentees **THE G.M. CARBURETTOR CO.**

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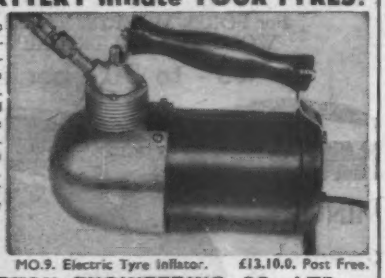

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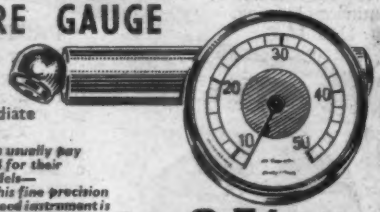
FOR INSTANT READING

Spring-button release for immediate re-set to Zero



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Available from all good class stores or direct from the manufacturers.

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State make and year of car and outside dimension of exhaust pipe.

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Bearing the badge of most British cars, beautifully finished in jewellers' enamel and chrome.

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With pull-out slide for name and address—a useful safety precaution against loss.

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CASTLES UNIT DEVELOPMENT LTD., Church Gate, Leicester Tel. 23831 (8 lines)

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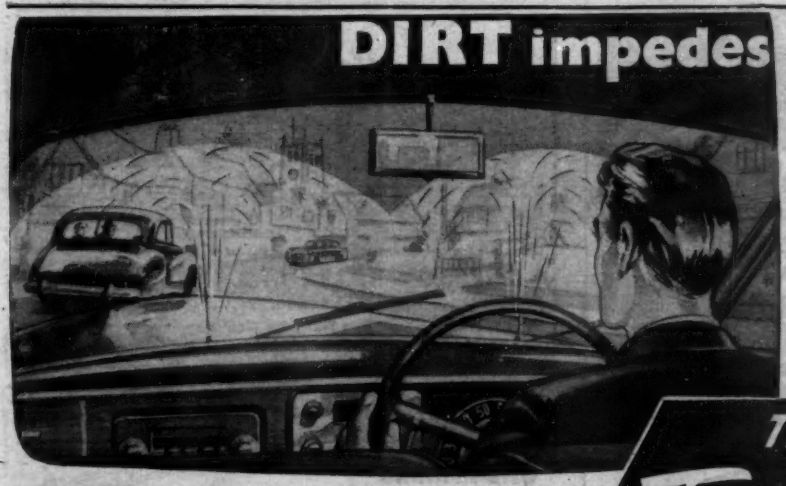

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New "TWO-WAY" Jet Nozzle for central mounting on Scuttle or Bonnet.

Independent Universal adjustment on both outlets (Ref. C/M).

Now, more than ever, the Experts choose

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Easily fitted, effective, reliable, neat and attractive, TRAFALGAR WASHERS are fitted and officially specified by the BRITISH CAR INDUSTRY.

No. TH/410	Twin Jet with	2-pt.	Cap. Polythene Container	31/6
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*Specially designed for foot operation.

All above Units can be supplied with new "TWO-WAY" Jet (Ref. C/M) without price alteration.

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"HORSA" MEANS A *QUICK GETAWAY!!*

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For 6 or 12V. batteries at 3 Amp. (Switch for high or low charge rate)
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For 6 & 12 V. at 1½ Amp. only
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Mk I	13/-
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Extra clamps 18/-
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The new quick wax combined cleaner polisher for a brilliant showroom finish in one easy operation.

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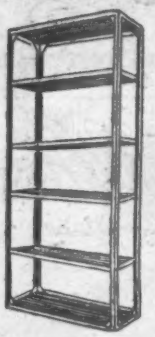

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6' high × 33½" wide × 9" deep
COMPLETE **59/6** GALVANIZED FINISH

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6 feet	33½"	9"	6	59/6	67/6	76/6	85/6
6	33½"	12"	6	65/-	75/-	79/6	93/-
6	33½"	15"	6	72/6	82/6	87/9	101/-
7	33½"	9"	7	70/-	75/-	88/-	99/-
7	33½"	12"	7	76/-	87/6	95/-	111/9
7	33½"	15"	7	85/-	96/-	104/6	123/-
8	33½"	9"	8	80/-	82/6	102/-	112/6
8	33½"	12"	8	87/-	101/-	109/-	130/6
8	33½"	15"	8	97/-	110/-	120/-	148/-

Extra shelves can be supplied if required.

REINFORCING BARS (For exceptional heavy storage), 2/- each (2 per shelf).
DELIVERY—London Postal area: Free.
Country: One unit 6/6; two units 10/-; Three units 12/6; Four units 15/-; Six units 20/-.
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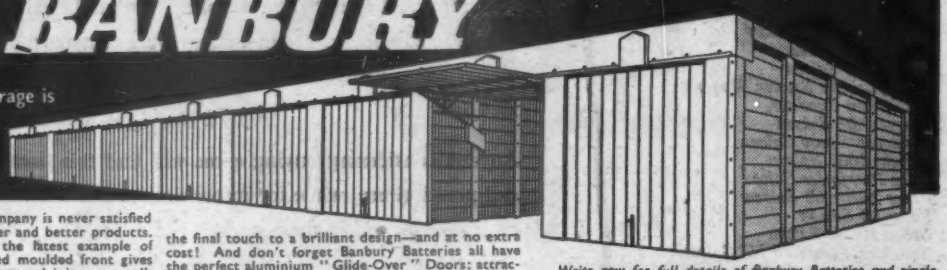

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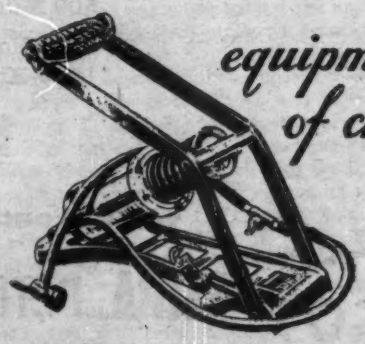

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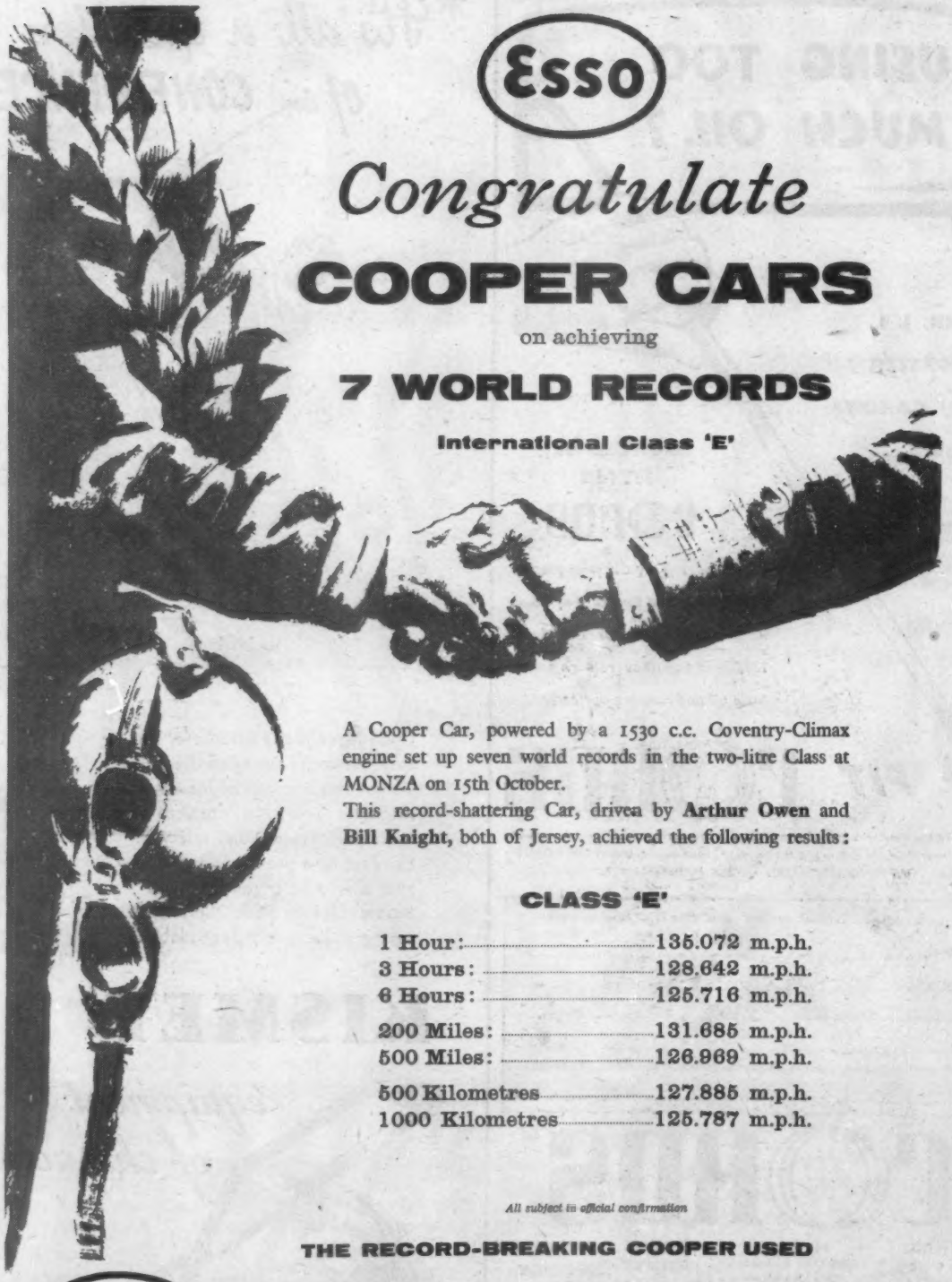

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26 October 1956

● CONTENTS

618 *Trend of Design*
624 *Critic at the Show*
629 *Coachwork at Earls Court*
635 *Fittings, Useful and Decorative*
638 *News and Views*
641 *Progress by Proving*
645 *Touring around Glencoe*
648 *The Foreign Challenge*
653 *Disconnected Jottings*
654 *Caravans at the Show*
658 *Given the Tools*
660 *Correspondence*
663 *More of the New Cars*
670 *Weekend Sport*
672 *The Sport*
674 *Trade and Industry*
675 *Car Prices*

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At the Show

TRADITIONALLY, in this annual review issue, we seek to assess the impact of the Motor Show upon motorists, to analyse the trends and technical features, to comment on highlights and, occasionally, to do a little crystal-gazing. Such matters are, again, the subjects of our opening articles.

A good product is its own best salesman, but when new it takes time to get started, even though eventually a snowball effect may develop. Whether or not all automatic transmissions should be included under the heading of "a good product," there is no doubt that as more ordinary British cars are sold with such equipment, more still will be called for. For this reason we have devoted much space in earlier issues and again this week to descriptions of the operation of automatic clutches and gear boxes. It makes sense to simplify the ordinary processes of driving; the Prime Minister agreed in his Show-opening speech.

The smaller an engine, the more important it is for the transmission to be efficient. So far, the cars with automatic transmission are of 2½-litres or more capacity, but new British equipment has been developed in which power losses have been reduced to a minimum and cars of smaller capacity may soon be fitted with them. Running economy will be only a little impaired, if at all; reliability and overhaul life are not expected to give cause for apprehension. Price is still rather high, particularly where car manufacturers add their own handling costs to that of the bought-out item. Even so, we have no doubt that as European drivers get to know the "clutchless and gearless" car better, the demand will increase rapidly as in America.

Changing Economy

Engine economy is beginning to be viewed from different standpoints, as a result of rising overhaul costs. Private owners of modest means, who used to select the smallest car on principle, now more often make calculations to discover whether more miles per overhaul from a slightly larger and less hard-working engine is not better than more miles per gallon from the tiny one. No car that is normally driven should need a major overhaul under 40,000 miles today.

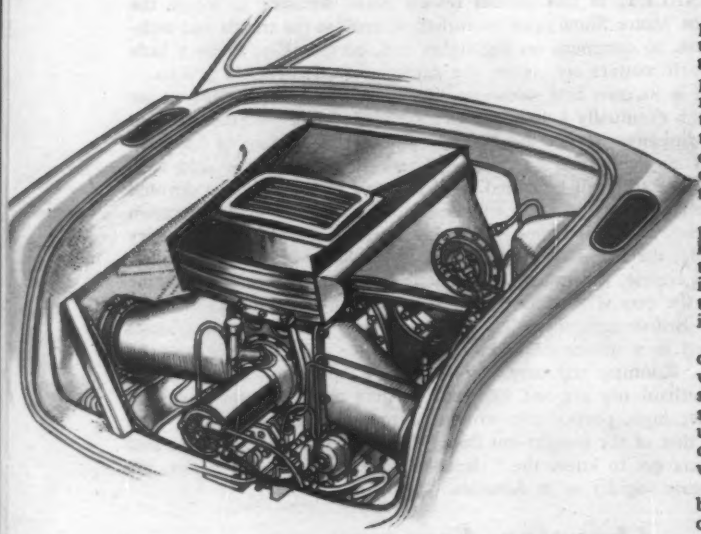
We regard some increase in engine capacity at the lower end of the size scale as a logical development for the small car as we know it. The miniature cars, now gaining popularity, are another matter. Except for a few special vehicles, we also expect to see very large-capacity engines lose favour in Great Britain. New engines—including vee-8s—of between 2- and 4-litres capacity are likely to meet all requirements in the medium and large classes.

Readers may consider that the predictions regarding gas turbine cars made by the Technical Editor in his opening article this week are rather pessimistic. These thoughts are again based largely on economics—certainly more so than on assessment of technical progress. What does seem depressing is that, in spite of the lead publicly re-established by the No. 3 Rover turbine car, other countries, better able to afford innovations of this kind and with road systems upon which they can be used to advantage, may be able to introduce turbine cars some time before we can. But the Rover is not only interesting for its power unit; the advanced nature of its drive, suspension and brakes should not be forgotten. Indeed, there are many indications at the Show that, with performance increasing, improved suspensions and brakes are receiving more consideration than for many years past. Motorists at home and abroad will approve.

Trend of Design

The latest Rover turbine car has in addition to its power unit (mounted at the rear) many advanced features of suspension and transmission

By the TECHNICAL EDITOR



A secondary surface, contra-flow design of heat exchanger is mounted above the engine of the Rover T.3. The air intakes are in the wing, and the exhaust escapes through a grille in the engine cover

MOTOR shows vary in their importance as historical landmarks in the development of the automobile; some remain perpetually in the memory because they revealed for the first time an outstanding design, destined to rank among the classics. The 1956 Earls Court Exhibition may not rank among these, for the past year, particularly for the British industry, has been one in which consolidation of existing designs has overshadowed, to some degree, transition towards future practice. There were, however, sufficient features of detail at Earls Court to indicate some probable trends, for which we can look in vehicles now in the development stage or approaching production.

This year the Earls Court Show will remain significant for the first showing of the Rover turbine T.3—a compact two-seater coupé. It is the third turbine car to be produced by the company. Its forerunners had the power unit mounted in adaptations of then existing chassis designs, but the T.3 is a completely new vehicle. It incorporates design features which can be applied more readily to production passenger cars than can the power unit which propels it.

In spite of the challenge from the gas turbine and the free-piston engine, I prophesy that the piston engine will be in an unassailable position for many years. Among those who obtain their living from writing, the historian is probably in the best position—he can take an isolated instance from the past and relate it to events which followed, thereby putting matters in their true perspective. The prophet is nothing like so fortunate, for a twist of events or an unforeseen discovery can demolish overnight a well-formulated argument. At the expense of suffering this fate, I would express the opinion that the turbine will challenge the piston engine in three stages.

First, this type of prime mover will be available in high-powered sports cars, with the earliest examples probably marketed in America where the possession of new devices appears to be an important factor in social grading. Even with the intensive research on and development of this type of engine in the U.S.A., it will probably be eight years before this stage is reached.

The second stage—and probably the most rewarding field of application—will be their use for long-distance, heavy haulage vehicles, in which the turbine engine can operate most efficiently at full load. It is most unlikely that British constructors of such vehicles consider this a fertile field, due to the complete unsuitability of our roads. It is only on the great turnpikes of America and the motorways of the Continent that such vehicles could operate with efficiency.

For the normal passenger-carrying vehicle the piston engine, by continued improvement in efficiency, operating life and cheapness of production, will hold off the turbine for 25 years.

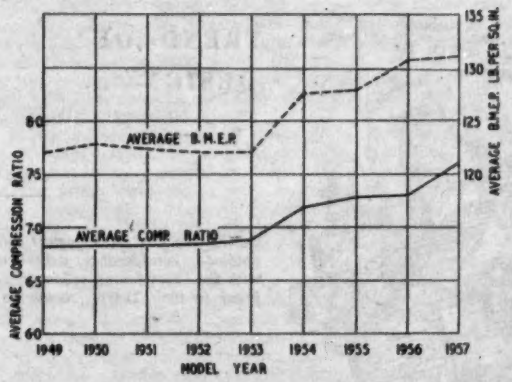
Although there are still many technical problems to be solved before the turbine engine can be considered ready for vehicle use, it is probably on cost alone that the piston engine has the greatest advantage. No reliable figures are available in Britain, but American sources state that, with the degree of automation used in America, it is possible to produce the present reciprocating engines at a cost (without overheads) of 26 cents per horsepower.

An analysis of the output from the British industry last year shows that of the 897,560 vehicles produced, 77 per cent of them were 1,600 c.c. and below. If one assumes that the average output over this range is 50 b.h.p., it is not difficult to see the improbability of the turbine engine being able to challenge on cost alone this large slice of production.

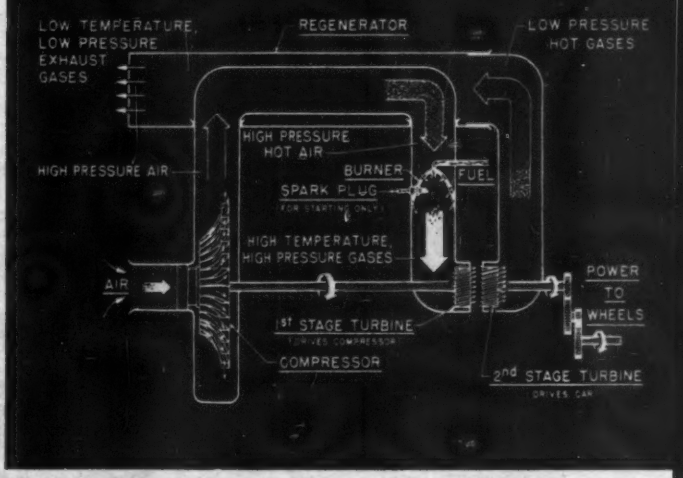
Undoubtedly there will be reductions in the cost of the high-grade materials required for the turbine. Their present price is around 10s per lb, and even in its roughly forged state, before any fabrication is undertaken, the turbine wheel would probably weigh not less than 10 lb.

Cost apart, there are still technical problems to be overcome in the turbine before it can be applied economically to a road vehicle, and the most important are those of securing part-load fuel economy, and overcoming throttle lag (due to the inertia of the rotating parts) of the gas producer, to provide acceptable acceleration from rest.

Efficiencies of the turbine, compressor and heat exchanger are of extreme importance. Providing that a heat exchanger can be developed having an efficiency of about 90 per cent at low load (part throttle) conditions, the present turbine and compression efficiencies are adequate to provide an economical unit for passenger car use. A gain of 1 per cent in this regenerator



The past year has shown a sharp rise in the average compression ratios of British engines, but this has not resulted in any significant increase in the average b.m.e.p.



A schematic diagram of the experimental gas turbine engine produced by the Chrysler Corporation. It shows how the heat exchanger transfers heat from the exhaust gas to the compressed incoming fresh air on its way to the combustion chamber

efficiency at part throttle has a marked effect in improving fuel consumption. Thus the development of an efficient heat exchanger is the most formidable problem facing the vehicle turbine engineer.

The effects of atmospheric temperature upon the power delivered by the turbine are five times greater than in the piston engine. Output is adversely affected by high ambient temperature, and markedly improved by very low temperature. Although this is offset by a lower sensitivity to altitude, it could have a marked influence on the suitability of the turbine for countries where the changes in air temperatures are much wider than we experience in the United Kingdom.

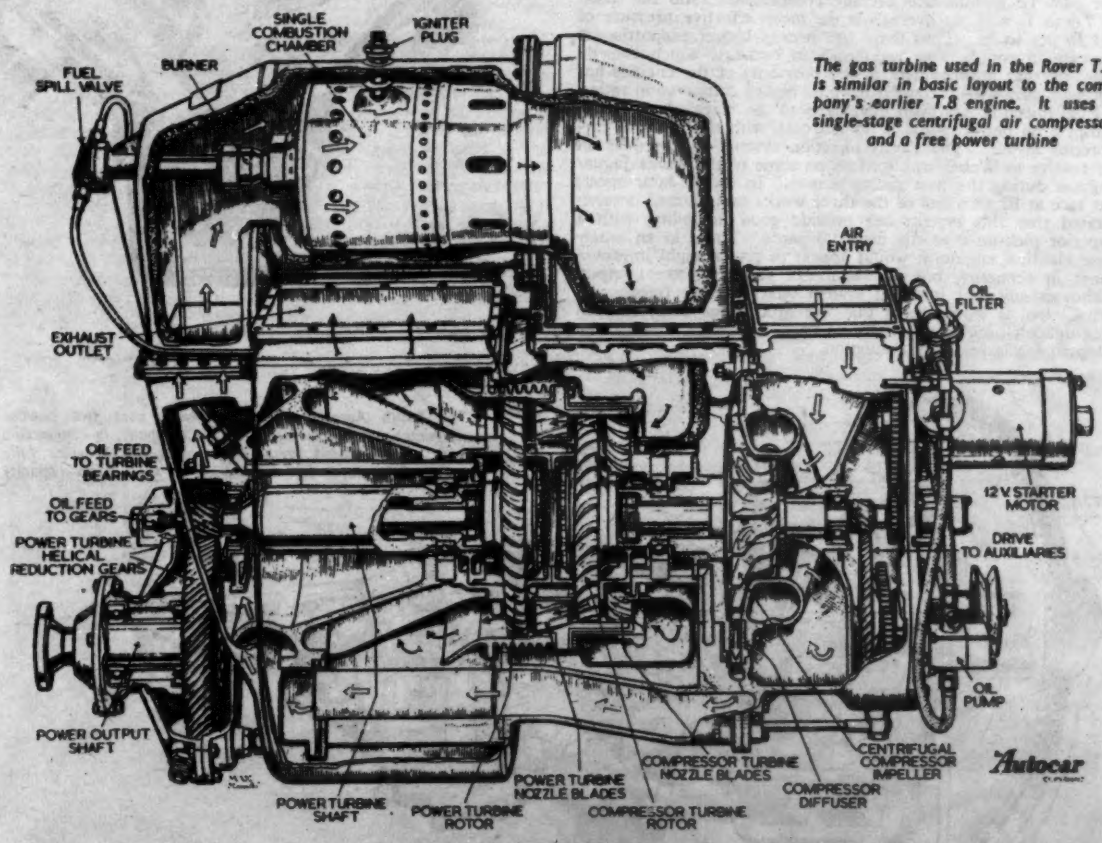
In its favour it should be said that the free turbine—which will almost certainly be the type used in vehicle application—is an effective torque converter, and thus constitutes a major portion of the transmission system. In other words, the turbine and the hydro-kinetic torque converter currently used in many automatic transmissions have the same property of developing maximum torque at stall speed.

Briefly then, with the vehicle turbine there are still many difficult problems to solve, such as acceleration from rest, suppression of creep, and a simple fuel control system which will compensate for altitude and for a widely varying output from the heat exchanger.

It is encouraging to know that at least some of our British manufacturers are going ahead with turbine engine development, and tackling the many difficult problems associated with its application to passenger vehicles.

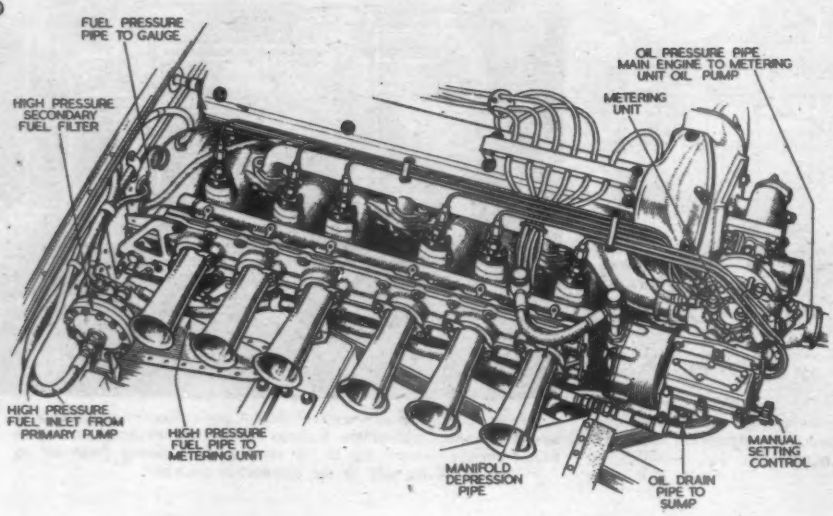
Meanwhile, the spark ignition four-stroke piston engine is by no means at the limit of its development, and during the next ten years undoubtedly there will be greater improvements in efficiency and reduction of weight than have been witnessed in the last decade.

The most influential factor in improving output is the avail-



The gas turbine used in the Rover T.3 is similar in basic layout to the company's earlier T.8 engine. It uses a single-stage centrifugal air compressor and a free power turbine

TREND OF DESIGN . . .



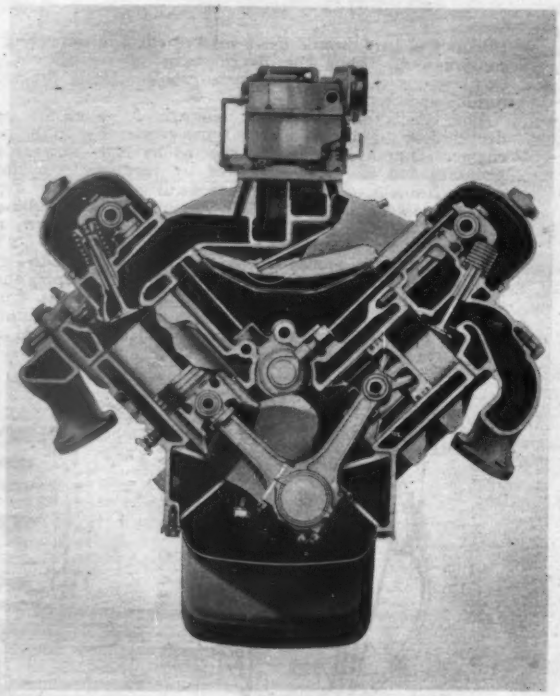
During the past year Jaguar have obtained considerable experience with the Lucas fuel-injection system fitted to their D-type racing cars

ability of high-octane fuels, which has been made possible by the enormous advances in the petroleum refining industry. Provided that the economics of these 100-plus octane fuels justify their use, and supplies are available throughout the world, compression ratios will quickly rise to 11 or 12 to 1. There are already two engines (Packard and Lincoln) in the 1957 American car range which are operating on a 10-to-1 ratio, and the average compression ratio of American engines at present is 8.8 to 1.

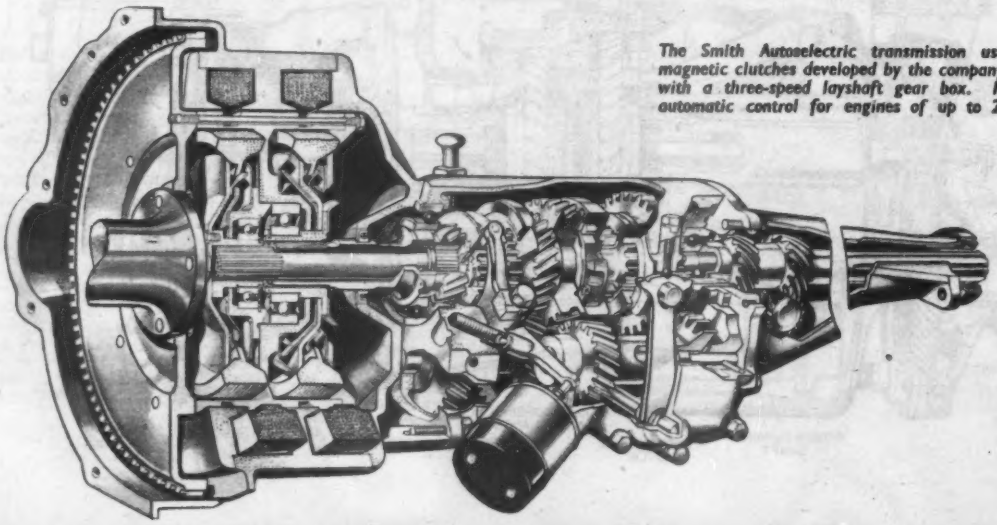
There has been a remarkable increase in the efficiency of American engines since the adoption of automatic transmissions, and their production power units are matched in Europe only by those fitted in specialized high-performance cars. With the increase in compression ratio, attention has also been paid to the induction and carburation, and the average brake mean effective pressure of present U.S.A. engines is 150 lb per sq in, Cadillac having the highest reading of 165 lb per sq in.

The same tendency is evident in British engines, for during the past 12 months the average compression ratio has risen to 7.6 to 1, with an average brake mean effective pressure of 131 lb per sq in. Thus there has been a higher proportionate increase in compression ratio than in b.m.e.p., which broadly indicates that improvement in the breathing of the engines has not kept pace with the trend towards higher compression ratios.

Fuel injection has been developed to the stage where it can compete on performance, if not on cost, with the multiple carburettor layout. The Lucas injection system was used as an alternative to Weber carburettors on some of the works Jaguar engines during the past racing season. In the 12-hour sports car race at Rheims one of the three works cars entered demonstrated that this system can provide good flexibility, with a superior pick-up over the first 100 yards. Fitted in an otherwise identical engine, it would appear to give a slight improvement in economy, but no significant gain in power output. Although any fuel injection system offers greater freedom of installation, it would seem that the production engineers still face difficult problems in reducing costs before injection can be adopted for large-scale production.



A typical American Vee-8 engine is the Rambler, introduced in 1956 by the American Motors Corporation



The Smith Autoselectric transmission uses two powder magnetic clutches developed by the company, in conjunction with a three-speed layshaft gear box. It provides fully automatic control for engines of up to 2 litres capacity

This year has seen the first application of fuel injection to American engines, for it is now available as an optional extra on the Chevrolet range. *The Autocar* American Correspondent, Roger Huntington, reports that the dealers over there do not appear to be pushing this system, for they fear that it is not yet proved on the road, and they may be faced with unpredictable servicing problems.

It is a significant feature of American sales literature relating to this equipment that no great economy is claimed, and the power output is increased by only 5 b.h.p. over that achieved on the same basic engine with four dual-choke carburettors. This seems to be in line with British experience, for very small improvements would prompt American sales staffs to exploit the slightest virtue almost out of recognition.

It is in the transmission field that this year's Show is noteworthy. There has been a considerable increase in the number of British models on which automatic trassmissions are available as optional extras. These are mainly of American origin, and the Borg-Warner Corporation of America has shown considerable foresight in setting up a new factory at Letchworth to meet the requirements of British manufacturers.

An investigation of the engine size to which these are fitted shows them all to be over 2,500 c.c. Above this capacity a torque converter type of transmission provides satisfactory automatic control, but below this engine size the British designers face a stiff problem.

During 1955, 79 per cent of British manufacture was below 2,200 c.c., and as the trend in this country is towards engines of smaller capacity with increased output, the adoption of established and proved American designs is not the answer. The small car presents an entirely different problem, and the price factor is not the least significant which has to be faced.

It is unfortunate but true that the costs of automatic transmission are not reduced in the ratio of the torque which they can transmit and, therefore, a mere scaling down of existing designs is not the solution for this large slice of the British market. The problem is further complicated because the small British car has a relatively low power-weight ratio; this, combined with the fact that it operates on roads which require more gear changes per mile than do American and Continental cars running on their own roads, means that the transmission for our domestic market will probably require more ratio steps than the American designs.

The hydro-kinetic torque converter is ill-suited to this class of small-capacity engine because of its inherent losses. There have been no outstanding increases in the efficiency of this type since the original Fottinger design of 1905. A characteristic of this form of torque converter is that maximum torque multiplication occurs at its stall speed.

It is possible to design a unit which will provide a 5-to-1 torque multiplication at this point, but it is of little use, for its efficiency falls off rapidly as speed is gained: when the output shaft turns at about 40 per cent of the speed of the input shaft, efficiency is at its maximum value of about 85 per cent; thereafter its efficiency falls more rapidly. This is the reason why the hydro-kinetic torque converter cannot be used as the sole means of power transmissions for road vehicles, as the requirements of a high starting torque, a wide range of torque multiplication, and high-average operating efficiency are not met.

The one significant pointer to the future from this year's Earls Court Show is that the foot-operated clutch for other than sports cars has a very limited life. For several years the small, cheap cars under 1-litre engine capacity will probably be unable to carry the additional cost burden of an automatic transmission, but they will be equipped with automatic clutch operation, linked to the change speed lever.

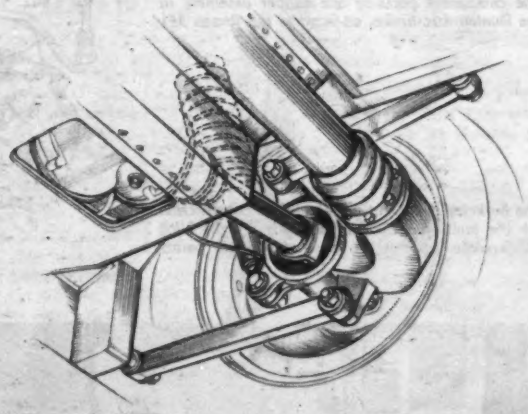
There are two automatic clutch transmissions available as optional fittings on some British cars—the Newton and Bennett Newton-drive and the Automotive Products' Manumatic. Both rely upon a friction-lined centrifugal clutch for transmitting and breaking the drive between the engine and gear box. The Manumatic has the additional refinement that the driving and driven elements of the clutch are linked by switches to throttle servos, which relieve the driver of the need to adjust the speed of the engine to obtain smooth changes.

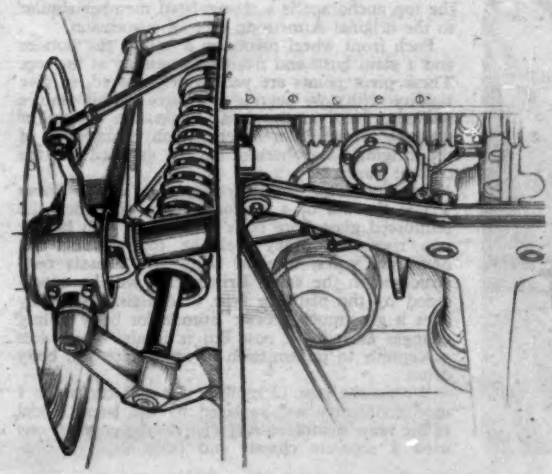
There is a third type, in a fully developed state, manufactured by S. Smith & Sons (England), Ltd., in which the drive between two rotating members is established by passing a magnetic flux through an iron powder contained in the annular gap between them. During the past 12 months *The Autocar* staff have had considerable road experience of this design, and although at the moment it is more expensive than the other two, it is extremely smooth in operation and consistent in performance because it does not rely on the use of friction materials for take-up of the drive.

One of the shortcomings of the friction-lined clutch is that the coefficient of friction varies between full engagement of the driving elements and when they are revolving at varying speeds during take-up of the drive. This characteristic of the friction clutch results in judder; cushioned drive springs are necessary to overcome this, and if it is uncontrolled, there is rapid deterioration and failure of the clutch.

The basic Smith magnetic clutch element has also been developed to provide an automatic, three-step transmission suitable for cars of up to 2 litres capacity. When this journal's experience of this transmission was reported in *The Autocar* of September 28, it was criticized for having a tendency to surge during changes, and having undesirable hesitancy at take-off from a standstill, attributed to the high rotating inertia of the two clutches.

It was pointed out at the time that the Smith engineers had under development a design whereby this mass was reduced, by the use of stationary field coils which, together with the surrounding iron circuit, formed the clutch housing. Whereas the first design had a rotating mass of almost twice that of an orthodox foot-operated friction clutch, the latest design has a value of a little over three-quarters of this figure.

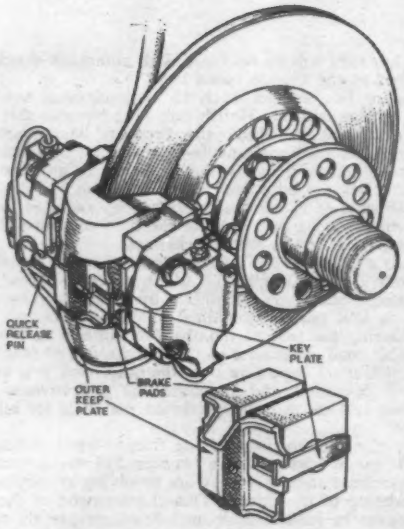




Above: A de Dion layout, in conjunction with Watts linkage, is used for the rear suspension of the Rover T.3. Sliding splines have been eliminated from the drive shafts. Left: Four-wheel drive is used on this car. The Hardy Spicer drive shafts are an integral part of the suspension linkage in controlling wheel movement

Having since driven a car incorporating this modified feature, the improvements effected are quite outstanding. The result is that there is now available a satisfactory, fully developed automatic transmission which could be applied to cars up to 2-litre capacity, and marketed at a cost not greatly above that of the orthodox manual shift and clutch.

This transmission relies entirely on electricity for the link between the engine and transmission and also for the operation of its controls, and it seems pertinent to comment on the attitude of many designers towards the use of electricity for purposes other than lighting, and ignition and starting of the engine. Provided that the suppliers are not screwed down on price so that quality suffers, there seems to be no valid reason why this source of energy should not be further developed. All the controls on the Smith system have been designed for replace-



Some designs of disc brake have means for rapid replacement of the friction pads. This scheme was developed by Dunlop for use in this year's Jaguar Le Mans cars

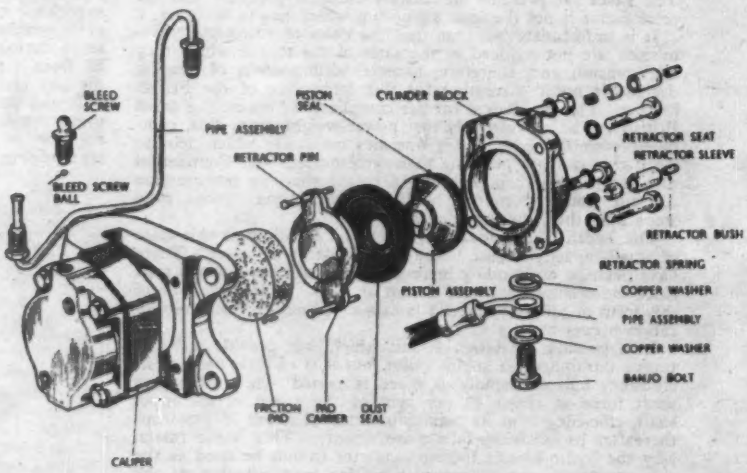
ment as self-contained units, with multi-pin plug and socket connections to permit speedy servicing. The control system of any automatic transmission is, of necessity, complex, and if repair costs are to be kept to the minimum, servicing by replacement units would seem to be the only really satisfactory solution.

The Rover T.3 turbine car has many unique features, apart from its power unit, which would seem to indicate the lines along which the company's engineers are thinking. Its four-wheel drive is not necessarily associated only with a turbine car, and may well be the means by which increased traction will be achieved. In conjunction with the four-wheel drive the suspensions incorporate a new use of a universally jointed drive shaft. The system is based on a patent in the names of Donald Bastow and Raymond Morgan, whereby the live axle shafts, in addition to transmitting the power, constitute a link in the suspension system.

At the rear a de Dion axle is used, and a Watts linkage, with rubber-bushed pivot points, is used for fore-and-aft location. The drive shafts have no sliding splines, and are the means of lateral location. The geometry of this system demands that the de Dion tube shall have a degree of torsional freedom, and also accommodate the small change in track resulting from wheel movement. This is achieved by making the tube in two sections with the right-hand end, just short of the hub mounting plate, bushed within the main de Dion tube section. Thus the disadvantages of a live drive shaft to the road wheels being provided with splines, which need to slide under full torque multiplication, has been eliminated.

At the front the same method of using solid Hardy Spicer

TREND OF DESIGN . . .



The component parts of one caliper assembly in the Dunlop disc brake, as fitted to the Jensen 541

The Berkeley sports car use glass fibre construction for the punt-type chassis and body. Light alloy reinforcement plates are fitted at certain points

shafts for wheel location is used. In conjunction with this there is a rearward-facing, fabricated box section lower arm, to which the lower end of the combined coil spring and damper unit is bolted. It is anchored at the top to the wing-scuttle structure. There is a long, fabricated king pin post, and the top anchorage is a triangulated member similar to the original Armstrong type of suspension.

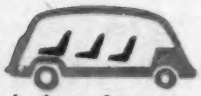
Each front wheel pivots on a ball at the bottom and a plain bush and trunnion assembly at the top. These pivot points are very widely spaced, to give rigidity with low bearing pressures. This feature was also seen on the front suspension system of the new Allard Palm Beach, which is a version of the original Macpherson system as used on the current Fords.

Another feature worthy of comment on the Rover T.3 is the use of a platform frame to which the reinforced glass fibre body is attached with hollow pop rivets. It may well be that, within the next few years, integral body and chassis construction on the small British cars will be superseded by the platform type of chassis. Not only does it give much greater latitude for body styling changes at reduced cost but it is also much less susceptible to transmission of road noise and body drum.

Within the past 12 months the staff car which I used frequently was replaced by the latest model of the same manufacturer; whereas the previous one used a separate chassis and body type of con-

The Fiat 600 Multipla at the Motor Show

The " 600 " Multipla can be considered unique in technical development and practical conception, in affording for the first time ample seating accommodation for six persons, or alternatively 19 sq. ft. of luggage space achieved by the incorporation of collapsible type rear seats. No other vehicle in its class can offer such a variety of uses. Whatever the need, a family car, a delivery vehicle, for town or country the " 600 " Multipla fills the bill. The rear mounted engine and transmission are in a compact unit comprising engine, clutch, bevel drive, differential gear-box arranged at the rear of the vehicle for easy access. The O.H.V. engine, developing 22 b.h.p. is water cooled. The " 600 " Multipla has independent suspension on all four wheels. Interior heater and windscreen demister are supplied as standard equipment.



One bench-type front seat and four collapsible type rear bucket seats giving comfortable seating for six persons.

Two bench-type seats with ample seating for 4/5 persons plus permanent luggage space behind rear seat.

Both the 4/5 seater and 6 seater can be quickly converted to an ideal delivery vehicle capable of loads up to 770lb. plus the driver.

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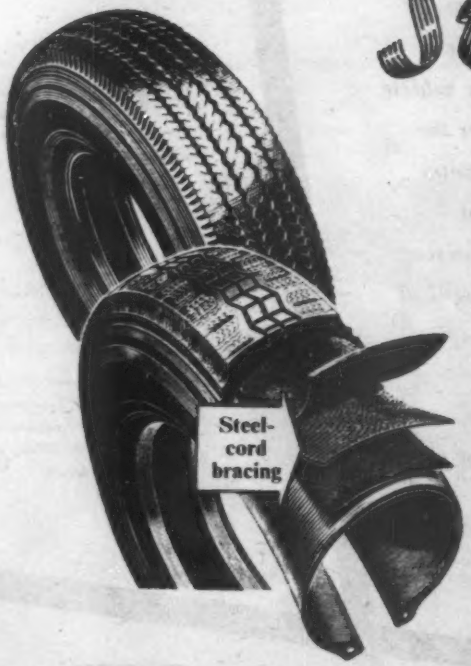
Steel-cord

'X' TYRES

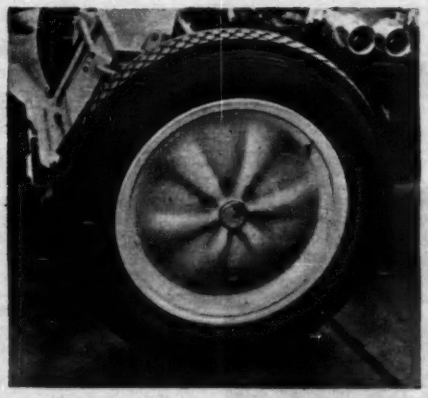


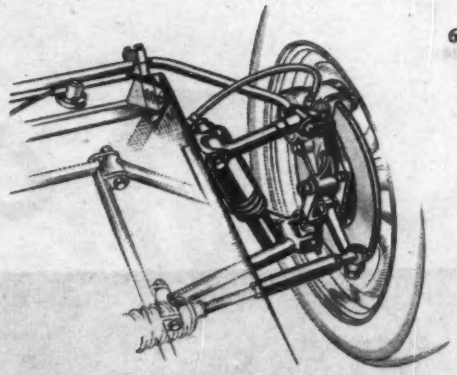
Because of its steel-cord bracing, the tread is not subject to distortions which are the cause of tread slip. Thus Michelin "X" tyres provide better grip and traction on wet roads, in mud, sand or snow than even the heavily patterned tyres. It is also because of the absence of distortions—and therefore of shuffling—that the tread gives

TWICE THE MILEAGE

MP. 10. 56

MICHELIN TYRE CO., LTD., Head Office and Factory: STOKE-ON-TRENT





Left: The new Formula II Lotus uses a cast magnesium wheel, in which the web thickness is only ¼in. The corrugated flutes are similar to those used on the Convair aircraft landing wheel. Above: Wishbone suspension is used for the first time on any Lotus. The anti-roll bar at the top also acts as an arm for the upper wishbone

TREND OF DESIGN . . .

struction, the present one is of integral design. Apart from a saving in weight it is difficult to see what advantages have accrued from this change. The first car felt extremely rigid and did not suffer from noise transmission; the one I now use has a detectable front-end shake and, depending upon the road conditions and operating speed of the engine, has at times an almost insufferable body drum.

These faults are not necessarily inherently associated with the integral type of construction, but the elimination of drum is a particularly difficult problem. That it can be overcome is demonstrated by the 2.4-litre Jaguar, which exhibits an outstanding degree of silence. To achieve such results costs money in the form of rubber insulating members, which in the cheapest cars would increase the cost unduly.

The Jensen 541 saloon is a landmark in the history of brake development, for it is the first series production passenger vehicle, as distinct from sports-racing cars, to be equipped with disc brakes on all four wheels. Increased speeds of cars and the improvements in suspension and steering have combined to set the brake manufacturers a very formidable problem. This enhanced performance and the diminishing size of road wheels—dictated in the main by the body stylist—have brought about a situation in which the drum and shoe type of brake is hard pressed to keep abreast of requirements because of the space restrictions. By reason of its greater braking surface and capacity for improved heat dissipation, the disc brake can provide increased braking power. In addition, it is not limited to anything like the same degree as the drum and shoe brake by the reduced accommodation within small wheel diameters.

One of the outstanding features of the disc is its stability. Because no self-servo is incorporated—the practice adopted in many shoe brakes, particularly on American cars, to reduce pedal load— there are no large variations in performance arising from small changes in the coefficient of friction, which varies with the temperature of the braking surface. This lack of self-servo assistance demands that the operating pressures should be high, to retain an acceptable pedal load. Because of the high operating pressures and small area of the lining, the pads are given considerable depth to provide a high wear volume and so avoid frequent replacement. This, in turn, means that the disc brake must have some means of compensation for the relatively rapid reduction in the thickness of the pad.

On the Girling design the well-tried Hydrastatic principle is used, which keeps the pads in very light contact with the disc by hydraulic means when no load is applied to the brake. In the Lockheed design a positive increment screw adjuster, incorporated in the operating piston, maintains a constant clearance. This principle is also followed in the Dunlop design, but is achieved with a retractor pin and bush, between which an axial clearance of .010in is maintained, and this device keeps a similar clearance between the disc and friction pads.

It is a little more costly, with the disc brake, to provide a mechanical linkage for the hand brake, as it requires the use of additional pads. To meet this requirement Lockheed have developed a separate transmission hand brake—a device which is now legally permitted—and this scheme has the added advantage of not increasing the unsprung weight.

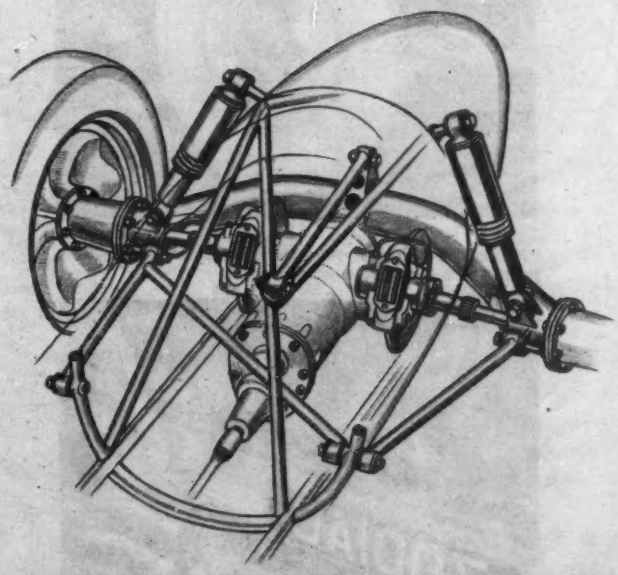
The Berkeley sports car is significant for two reasons. It opens up a new field among small sports cars, and, provided that the mechanical refinements and noise suppression match the attractive body shape, there would appear to be a large market awaiting it. For the first time glass reinforced polyester resin is used as a stressed constructional material. This development will be watched with great interest, for it has considerable virtue in being resistant to impact loads, has desirable sound damping properties, and is also non-corrosive. In small-scale production it can be produced comparatively cheaply. For larger production rates, it has the disadvantage that a large floor area is required for fabrication, and on this point it could not be so readily applied to mass output.

For its refreshing approach to a new problem, the Formula II Lotus, designed by Colin Chapman, is noteworthy. This dynamic young man has already proved in his sports-racing cars the importance of reducing drag. When faced with the problem of designing a single-seater to which the experience on drag reduction could not be applied, he has taken the only other course open to him—keeping the weight to a minimum. The dry weight of the car is quoted as 5¾ cwt (644 lb). Assuming this to be a little optimistic, as such figures often are, and that the true dry weight comes out more like 700 lb, the power-weight ratio with the engine in its present developed state is 470 b.h.p. per ton.

It is my opinion that the present B.R.M. is the lightest of the current Formula I cars. Estimating dry weight at around 1,200 lb, and engine output at between 250 and 260 b.h.p. it has a power-weight ratio of approximately 475 b.h.p. per ton. Based on these figures the latest Lotus will be able to challenge the Formula I cars, and has the promise of becoming one of the most remarkable racing cars ever to be produced.

If there was one disappointing feature of this year's Show it was the absence of any new development in suspension. With the size of cars produced in this country diminishing and at the same time the requirement to provide increased platform carrying area for six people and luggage, the problem of providing a soft ride under all conditions is becoming more difficult. These desiderata cannot be met with current designs, and the lead given at the Paris Salon last year by Citroen with the pneumatic suspension and constant static height of the DS19 pointed the way to future trends.

The de Dion type layout has been retained for the rear suspension of the new Lotus. It is similar to the Mark XI sports-racing car, but the line joining the pivot points of the locating A-bracket is now parallel with the de Dion tube



Critic At The Show

ONE MOTORIST'S FADS AND FANCIES . . .

"The Ford stand contains one or two lessons in subtlety"

"note the simple wheel discs, for instance"

"Probably the weakest point in Zodiac styling is the script of the name"

RESOLUTELY disregarding—for the moment—two-pedal control and two-colour finishes, here is one motorist prepared to state that the most significant exhibit at the Show in 1956 is a small blue coupé on the Rover stand, with something of a humped back, housing a gas turbine for the purposes of propulsion. The first, not of the few, but of the many. "I think that gas turbines will come," Mr. S. B. Wilks had said two days before Show opening day, and although he did not minimize the problems, there was an air of confidence about the managing director of the Rover company that was impressive. Couple it with the car, with the rumours from elsewhere of tooling-up enquiries for turbines, with the *Etoile Filante* over the aisle on the Renault stand and with the known achievements across the Atlantic, and it seems that we are on the threshold of big developments.

Therefore it becomes impossible to dismiss Earls Court this year as a mark-time show. It is not that: the two-pedal and automatic transmission developments would give the denial. For many years a great number of motorists have wanted the clutch pedal to disappear. Suddenly that is happening, and with it will almost certainly go, eventually, the steering column gear change and all its mechanical offensiveness; Nuffield's are to be applauded for going back to a floor change in one or two instances. If the steering column gear change is to go, it will do so unhonoured and unsung.

The old attraction is there at Earls Court. The foot-slog round the outside of the ugly building is undergone (one always seems to be involved in that gusty route march) and the cold, hard steps are climbed. The ordeal of entry is such that the visitor is always faintly surprised that he is allowed to go in at last. But he is, and suddenly all is near-magic with colour and gaiety. An effort of will is required to recall that one is gazing

only on what the Americans call, quite correctly, a "means of transportation." Such colours, such fabrics, such furnishings belong, one would think, to something of higher purpose than the getting from this point to that.

Which is, I think, the predominant impression. For some years the so-called quality car has been struggling hard against the excellence of the big-production vehicle. The struggle has become harder, for in the Show exhibits it is very difficult seriously to fault the attractiveness of the cars produced in the biggest quantities. Ford, Austin, Vauxhall, Morris, Standard, Hillman—each display is a quite astonishing proof of know-how at a low price. A measure of it can be gained by an immediate comparison with the finished products of Czechoslovakia, on the Skoda stand. There is a subtle but very obvious gap. Britain knows how to make good cars in quantity, and the knowledge is national capital.

The Ford stand contains one or two lessons in this subtlety. Application of two colours to the Zodiac is neat and skilful, and ivory and black are two very good complementary shades. There is always danger of a de luxe model looking a bit overdone, but the Zodiac has simplicities that offset any tendency that way. Note the wheel discs, for instance, which have none of the elaboration characteristic of those on some of the most restrained (as a whole) Italian coachwork creations. Probably the weakest point in Zodiac styling is the script of the name: it is not particularly legible and is a little too near a scrawl.

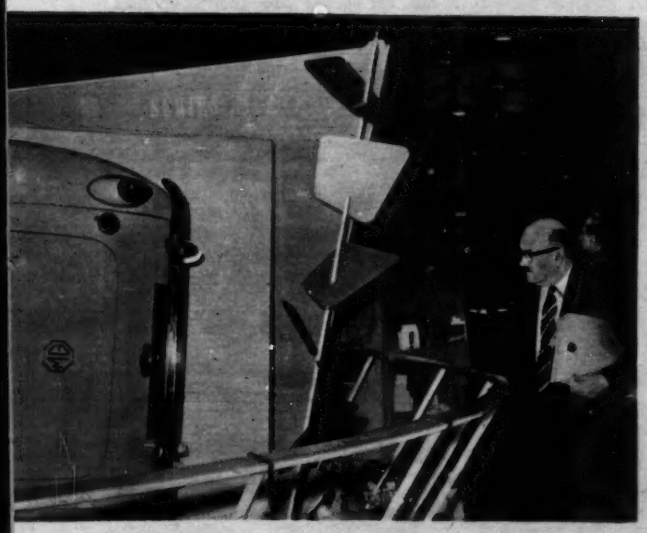
The model name tendency is very interesting. In the U.S.A. there is a splitting-off of a model from its parent name so that it can exist in its own right under its model name. The Lincoln Continental, in other words, drops its Lincoln and becomes merely the Continental. (Incidentally, there is a confusing number of "Continentals" amongst car makes these days.)

A further aspect of this tendency can be seen on the Oldsmobile stand. The visible name of the car on the side is the Holiday or the Starfire. Something of a search is needed to locate the Oldsmobile part of it, and even on the back you are likely to find only 98 or 88, whichever the case may be. I suppose that this is a natural development in a country where the number of makes of car is dwindling rapidly, but where each make has a legion of models. If one has a Chrysler, or a Ford or Pontiac, one can be quite sure that a couple of dozen people in the same road have Fords, Chryslers and Pontiacs, and the cachet appeal is, therefore, nil. But if you have a New Yorker and your neighbour a Windsor, each is secure in his unique possession, although the parent name is Chrysler.

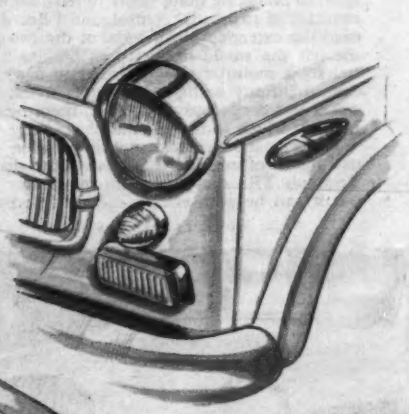
Stand displays are excellent, as ever, and even if many of them are recognizably developments of last year's scheme, that can be excused, for exhibiting in style is a very expensive business. I liked M.G.'s gaily-coloured "mobiles" spinning at one end of the turntable, and there is a skilful contrasting of the pastel shades of the cars on the turntable with more quietly coloured ones elsewhere on the stand.

How nice the fixed head coupé is, to be sure, with its black leather upholstery complementing the ivory finish. The steering wheel spoke arrangement is a clever sales touch, too. No motorist should really bother whether his spring spoke arrangement is unique, but only inhuman ones fail to.

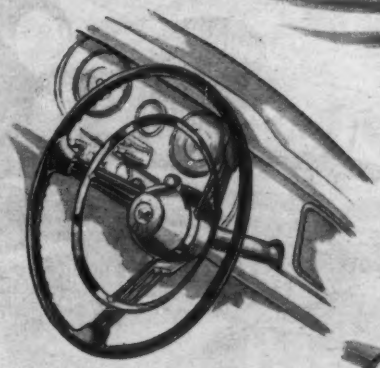
"Gaily coloured mobiles spinning at both ends of the turntable"



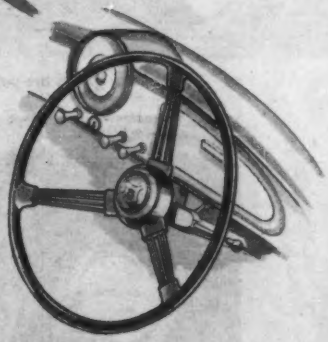
Fewer louvres and more simplicity make the Buick Centurion wheel discs notably less fancy than most



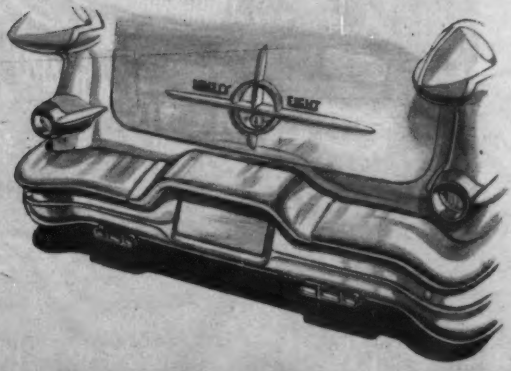
Clean-up desirable. Too many lights cluster round the front corners of the TV Fiat



Safety recessing of the steering wheel boss has appeared in the Isis—and even on the Minor



Gimmicks—Oldsmobile 98 exhausts terminate in under-bumper orifices



Critic At The Show . . .

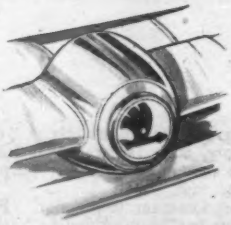
Steering wheels are undergoing change, for there are various influences playing on them. Driver safety in accidents is resulting in dishing, which appears on the Morris Isis in pronounced form, and even on the Minor with less emphasis. But power steering, steadily making headway on big cars, may have an even more drastic effect. If you no longer need a certain leverage in order to steer the car then there may be no need for steering wheels of conventional size and shape; there may not, in fact, be any further need for a steering column, which is the damaging member in accidents. Considerable changes seem likely here.

Such changes need to be made cautiously, for they are directly concerned with the control of the car. Yet the human being seems very adaptable to change. Over in the U.S.A. drivers seem to be taking quite easily to left-foot braking, a logical concomitant of two-pedal control, and I heard a woman driver who tried the extended brake pedal of the two-pedal Zodiac say that she felt she would like left-foot braking. Thirty years ago, of course, a motorist was prepared to change from a right to a central throttle without protest. On the other hand, the road was a less dangerous place then, there being considerably more room in which to remedy mistakes.

An outstanding incidental impression of the Show is the usefulness of transparent plastics for display purposes. The Triumph TR3 must score top marks for actual extent of use, but it can be seen elsewhere in a hundred and one revealing contexts. It adds a touch of distinction to many displays—the 2½-litre Riley engine, for instance, nestling in a kind of toadstool on its own down at the end of the main hall.

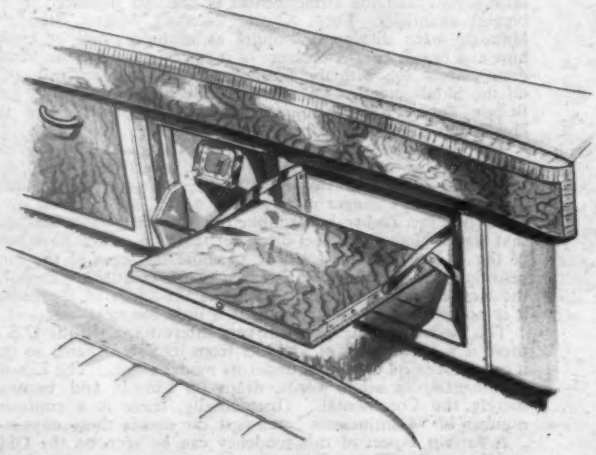
Top marks for the cleverly comic Hillman seal, balancing an engine on its nose. But a slight doubt as to the wisdom of mottled black marble for the display of another Rootes product, the Sunbeam. This stone is a bit too reminiscent of the tomb. Vauxhall's two figures and a poodle inside the Cresta are appealingly ridiculous, though in general there is a slight impression that displays tend this year to be more serious, perhaps in keeping with credit squeeze times? On this serious side, one admired the gallant effort of the Humber company to explain automatic transmission with a wall diagram and charts. Does the average motorist grasp these complicated systems? I doubt it.

However, cutaway displays and Show chassis are perennially popular, which is as it should be. It is odd to see the tubular chassis of the Skoda tilted up at one corner of the stand and to recall that this chassis development—central tube with outriggers for body mounting—was at one time thought to have a great future. It was, in effect, bypassed by integral construction, once André Citröen had shown the way in the very early 'thirties.



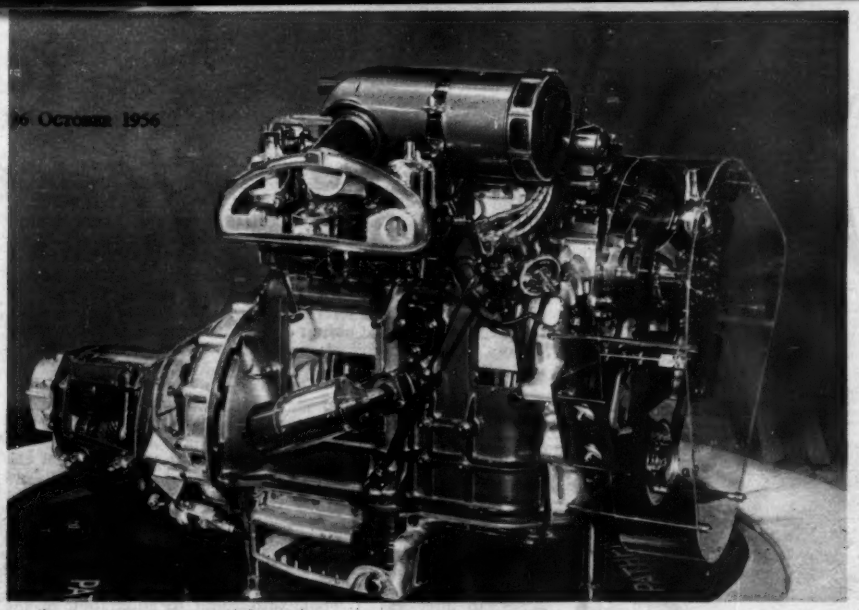
Formalized flyer? Czechoslovak version of a radiator motif

The air of exclusiveness is conveyed by such fittings as the Jaguar Mark VIII picnic tables



"Radiator grilles are particularly interesting this year"

Air intake—"most readily recognizable Austin feature these days"



Left: "It adds a touch of distinction to many displays —the 2½ Riley engine"

Below: "It seems such a simple thing—a bold stitch"

Is the Citröen organization still showing the way? It is too early to say with the DS19, though in appearance the car is still one of the most striking exhibits on view. Coming upon it suddenly, while thinking of other things, I was struck by the uncompromising rigidity in the placing of its wheels "at the corners." The rear wheels of the DS19 could hardly be farther aft, nor could the seating be more "within the wheelbase."

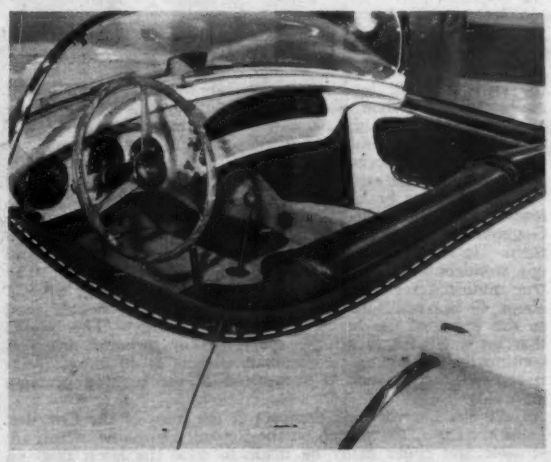
Facing it across the aisle is an XK140 Jaguar, and the juxtaposition reminded me of car personality. "That car," someone had said to me a day or two before, "has a wicked front; almost evil. Yet I like following it, for the back is pretty." Do many motorists attribute that amount of personality to cars? Looking reflectively at the DS19, I could see similarities between its air intake and the exaggerated illustrations of frogs in nursery rhymes. I wonder if such tricks of fancy have a positive effect on sales?

The Jaguar display has its customary elegance. (Sir William Lyons was placing a car to an inch as I passed.) Two things, both on the Mark VIII, seem typical of this firm—the absolute rightness of the division line between the two colours along the side of the car, and the provision of picnic tables in the front seat backs of a car costing less than two thousand pounds. This is a skilful incorporation of a detail normally associated with much more expensive machines and therefore helping this fine but relatively cheap car to enter that select category in the motorist's mind.

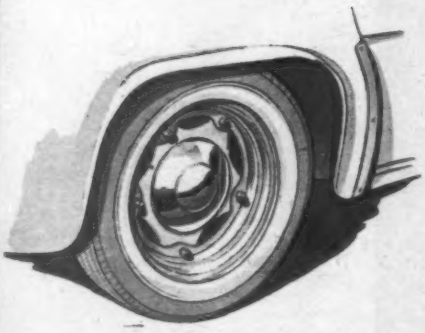
Radiator grilles are particularly interesting this year. Two characteristics stand out—vertical slats and the small area; if you think of the M.G., the Vanguard Sportsman, Singer Gazelle and suchlike you have the mental picture. And now if you recall the Armstrong Siddeley 236 it immediately joins this modern group in its newer, smaller form and you are aware that by staying put, as it were, the Armstrong Siddeley has reached the latest style without the diversion into mouth organs that so many cars underwent.

With the new types, make recognizability improves; and it was only as I was looking at the Austins that I realized that the most readily recognizable Austin feature these days is the air intake on the bonnet foretop. The radiator grille is not distinctive on the larger models, though it remains so on the smallest.

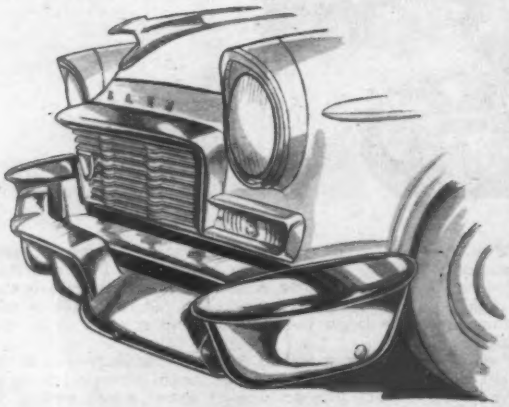
Few of the badges made an impact. Heraldry was at its height a year or two ago, and not much advance has been registered; not much was possible. I found myself looking at



"The rear wheels of the DS19 could hardly be farther aft"



Spider - type wheels continue to be smart and sensible, but are mostly on French cars



A little too much of it at the sides — Chrysler bumpers

Critic At The Show . . .

the circular motif on the Skoda and wondering whether it really could be a flying swan, and if not, what? With Ulanova at Covent Garden and the inevitable memories of Pavlova, I decided that it was indeed a flying swan but that Ulanova was more graceful; I never, alas, saw Pavlova.

To more serious matters. The Jensen, robbed of its wheels to show the disc brakes, is a reminder. The extremes of performance are now the Rover turbocar, shall we say, and the Goggomobils of this world. There is another world between them. It is a world of braking in increasing congestion, and one wonders whether the problem will get out of hand. The true minicar travels at a cruising speed on the average road of about 40 m.p.h. Turbocars may be expected to double that, as the finest of the big sports cars do already. This means that on a winding road the sports car or turbocar driver is continually coming up to stationary objects at 40 m.p.h. (relatively speaking), which is a measure of the braking problem involved.

I did *not* like the side bumpers at the front of the Chrysler. I *did* like the spider wheels on the Renault Dauphine, which are sensible and could easily be made to rival the latest discs in appearance. Incidentally, I wonder how many Show visitors can tell the difference between chromium plate and stainless steel in such items as wheel discs? There is a great deal of stainless in use nowadays, and its slightly yellower tinge seems, at least to this motorist, to be preferable to the ice-blue of chromium.

Also amongst the things to be liked is the bold white stitching of the upholstery on the black leather of the Aston Martin Superleggera. It seems such a simple thing—a bold stitch; yet most of the cars show a painstaking effort to keep the upholstery stitching completely unobtrusive. There is sometimes virtue in making a virtue of a necessity. Down in that quiet corner of the main hall are other David Brown products, the Lagondas, subdued in colour and almost conservative for these days. Many visitors, with memories of successes of years ago, would like to see an exciting new model.

I stood looking at the Chevrolet Corvette for a long time, wondering how it was that the country of Raymond Loewy and Frank Lloyd Wright could be ever so slightly adrift in the styling of this car. It is not just that there is a certain flamboyance that offends the hidebound British eye; it is that the Corvette is not quite right where so much of America is. And if that is taken for an absurdly British criticism, let me say that it is an equal source of wonder as to why we in Britain can be so impressed by the work of Ghia, Carrozzeria Touring and Pinin Farina and can yet so rarely succeed in similar creations.

America does some cars brilliantly, amongst which I would place the Pontiac Star Chief in blue and grey, and most of the American interiors. I would also admit to admiration of the Buick Centurion. The U.S.A. industry has been cashing in on the publicity value of futuristic models like the Centurion for many years, and the British industry might well consider something similar.

"Star Chief" is a fanciful name, but this is an age in which exhibitionism is accepted; alongside such successful names the Show visitor must wonder how anything so ludicrous-sounding as a Golden Goggo can appeal to motorists. Yet behind the name is an excellent and ingenious little product of Germany, so perhaps it will succeed in spite of the nomenclature.

However, if minicars be your inclination the Berkeley will exercise the maximum appeal, for this, of all of them, is a "real" car, at least in looks.

Of coachwork not much can be added to the superlatives of the actual examples there; but the thought occurs that space does not permit the big bodies to be displayed to advantage. As to the examples of production bodies built for the industry, one wonders if anything much is gained by showing them when they are visible also on the car stands. Perhaps a special non-vehicle display of manufacturing methods, or even a photographic display, might attract more attention?

So the Austin-Healey 100 Six hoods its air intake? Does that mean a wind whistle, a bit of styling fancy, or a trend towards funnelled intakes into very small orifices? I do not know, but odd quirks of fancy have often led to significant trends. And surely the Vanguard estate car, with its bevy of little estate cars tearing round in a ring-o'-roses, was a stroke of exhibition genius?

A bright future seems assured for the Rootes-handled Singer when as elegant a car as the Gazelle can be produced so soon after takeover, but one trembles a little for Studebaker, now, at the mercy of Curtiss-Wright; there was a time when we all thought Studebaker to be in the forefront of U.S. design.

Colours? They are pretty, they are pastel, and they are indicative of an age that is a little unsure of its prosperity. Better not make it too glaring, dear; it would be awful if it weren't successful. As to shapes, I can only repeat the comment of a woman driver: "Alfas and Lancias? I love 'em!" She ought not to, of course, for they are a man's machine. Who would be a sales director in the motor industry?

MICHAEL BROWN.

"A stroke of exhibition genius?" . . . . around the Standard Vanguard estate car

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Hooded lamps and a gently curving waist line accentuate the length of this Freestone and Webb body on a Bentley S chassis

SPECIALIST COACHWORK

Perennial Fascination of Hand-made Luxury Bodywork at Earls Court

THERE is evidence at Earls Court of the strong distinction between the British and Continental conception of a high-quality car. Whereas Continental motorists regard their cars as machines first and foremost, the British look upon theirs as travelling lounges or extensions of their offices. This is reflected in the many exhibits of the famous British names in coachbuilding. It is to be regretted that there are not more examples at the Show from the Italian and Swiss houses for comparison. Those that are displayed are, in the main, on sporting or high-performance chassis, whereas the largest and most expensive chassis are used as a basis by our own builders, who show none of the startling and adventurous designs which characterize the foreign exhibits, particularly at the Turin Show.

Progress of our native experts is by short steps—a raised wing line here, a hooded head lamp there—to test reactions, but not to offend the established clientele. In this way prospective customers are gradually introduced to innovations which, in all probability, are well established on mass-produced cars.

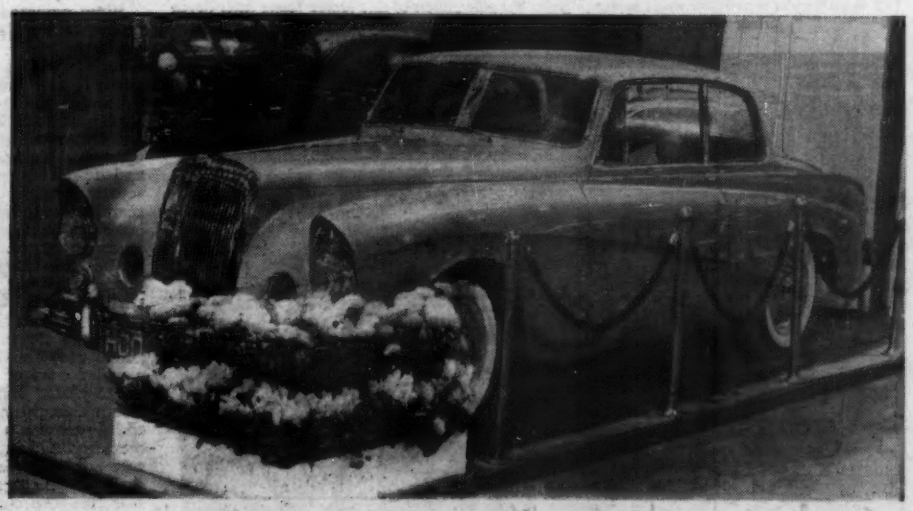
The majority of our best coachwork is to be found on such chassis as Rolls-Royce Silver Wraith or Silver Cloud, Bentley S-series and Daimler. Such bodies are large, and the extensive panelling requires breaking up with mouldings and other lines and shapes. This produces an impression of solidity—a "hewn from the stone" effect. This solidity symbolizes the substance of the owner, which is important in business as well as in the social sphere.

By contrast, most Continental bodies rely on the curvature of plain, unadorned panels to give a harmonious shape. It is evident that they are hollow metal envelopes, and the best examples possess a litheness which is not evident in most British creations.

It is doubtful if the achievement of a good aerodynamic shape is an important consideration with British specialist coachbuilders. The widening of bodies has had the effect of cleaning up the lines, by merging the wings into the body sides. To avoid a slab-sided effect, a gradually falling front wing line, which joins the base of the rear wing, is still favoured for the largest of all bodies, the limousine, and recalls the elegance which could be achieved with the wings entirely separate from the body.

Owner-driver saloons on shorter wheelbase chassis show a successful blending of front wing with body sides at waist level. The large area of side panel between the wheels is broken on the James Young saloon on the Rolls-Royce Silver Cloud chassis, for example, by using two colours with their junction well below waist level.

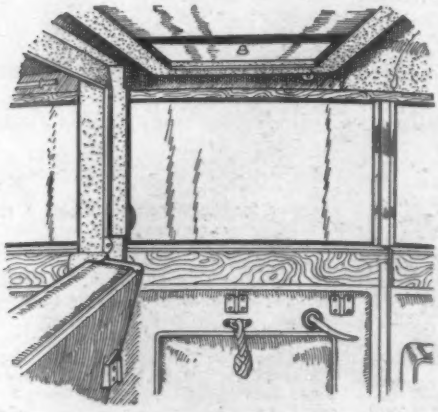
This makes an interesting comparison with the latest Freestone and Webb six-light saloon on the Bentley S-series chassis in which the front wing, painted a contrasting colour, blends with the doors in a gently rising curve, which then



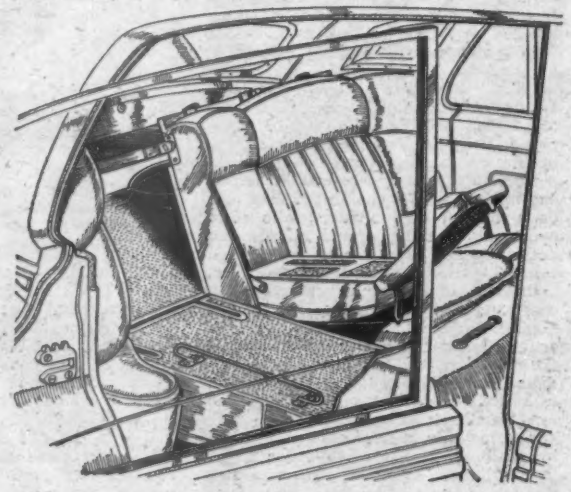
Cast light alloy frame members are used by Hooper in this graceful two-door saloon on a 3½-litre Daimler chassis

The Bentley Continental drop head coupé by Park Ward. In last week's Show Report, a photograph of the fixed head coupé was erroneously attributed to Hooper

SPECIALIST COACHWORK . . .



Complete with sliding glass panel, the division can be swung into the roof on this Harold Radford conversion for the Armstrong Siddeley Sapphire 346 limousine, quickly converting it into an owner-driver saloon



This Bentley S Countryman conversion by Harold Radford has divided rear seat squabs which fold to increase luggage capacity. The centre armrest contains leather-covered cigarette case, a writing pad and a comb

Two colours meet well below waist level to lighten the side panels of this James Young Rolls-Royce Silver Cloud. The body is steel framed and aluminium panelled

reverses and falls slightly towards the rear wing extremity. There is a pronounced double curvature in the side panels, and a bold moulding outlines the front wheel arch. It is continued as a strong base for the body sides, eventually broadening above the rear wheel to break the large wing panel.

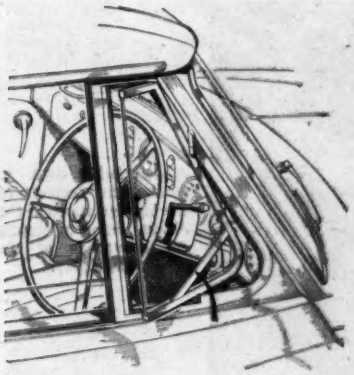
Head lamps are hooded, and share an elliptical recess with the flashing indicator lights. This ellipse is repeated in the rear wing, where the usual cluster of lights and reflectors is housed. The effect of great length is obtained without resorting to excessive overhang, and the panelling requires no embellishment to break its expanse.

Through the years, head lamps have been moved about from one position to another and have even been imprisoned behind radiator grilles or banished from sight altogether beneath retractable flaps; perhaps at last they are to find a permanent home, hooded and secluded in the wings. Certainly the appearance is more honest when they are set wide apart.

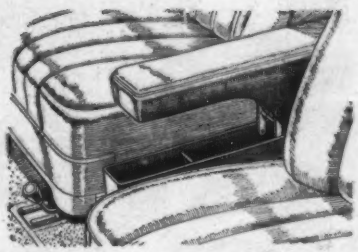
Wing-mounted head lamps are an innovation for James Young on the particularly well proportioned two-door, S-series Bentley saloon. They are not hooded, and the curve of the wing is continued down to the bumper. Pass lights, mounted between head lights and radiator, are surrounded by an annular opening which admits air to the heating and de-misting system, thereby avoiding separate grilles for this purpose. A reminder of how imposing a large head lamp can be is seen on the H. J. Mulliner seven-passenger limousine on the Rolls-Royce Silver Wraith chassis. They stand proudly in the open on this strongly traditional car.

The more conservative among us still expect to see evidence of a rear wing, and usually this is faithfully provided by a raised area of panelling in the appropriate place. However, as a bold departure, although not new this year, Hooper and Freestone and Webb exhibit bodies that are built out to the full width at the rear only, with a flush, detachable panel enclosing the rear wheel above hub level.

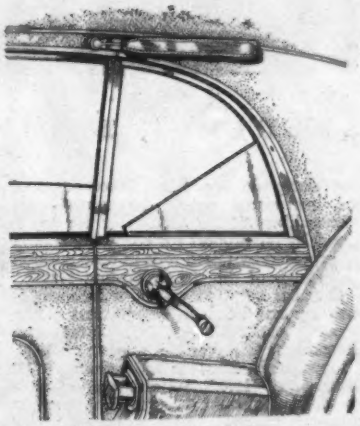
Across the entire side of the car the



The arrow indicates a drain channel on the ventilati window which prevents water entering the car. This example is on the Park Ward Bentley Continental



Lifting the front centre armrest on the Park Ward Continental Bentley reveals a glove box



Quarter lights rotate to open on the Park Ward Continental Bentley

front wing sweeps in one unbroken curve, meeting the base of the body near the tail. While this increases rear seat shoulder room and boot capacity, body width is approaching the point of ungainliness.

The helmet section wing is a practical as well as an attractive design, as it provides the driver with a helpful guide to the position of his wheels. However, the sharp edge needs to be repeated elsewhere in the body to achieve harmony and avoid the impression of a mixture of two styles.

The merging of a front wing with the body at waist level is most beautifully carried out in the H. J. Mulliner Continental Bentley. The rear wing is treated as a separate entity and repeats the front wing shape on a smaller scale.

Following varied and largely unsuccessful experiments with the shape of the wheel arch, this has now reverted to the semi-circular form with, in one or two cases, a slight flattening at the top of the curve. Flaring the edge makes a feature of the arch, relieves the appearance of a hole and strengthens the panel.

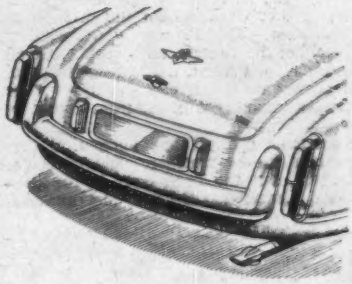
A point which mars the appearance of many production cars is the bulging of the wing panel well beyond the tyre wall, and when this is greatest above the wheel level, it gives a decidedly top-heavy effect. Such failings are avoided by most of the specialist coachbuilders and none better than by Park Ward, who appear to have paid particular attention to this aspect.

Many of the bodies exhibited have a bright rubbing strip along each side. In very few cases are these at the widest part of car for their entire length, and some are actually below the level of a panel moulding, so that they can be of little use in protecting surrounding panels from minor damage. The conclusion is that they are there primarily to form a visible base line for the body.

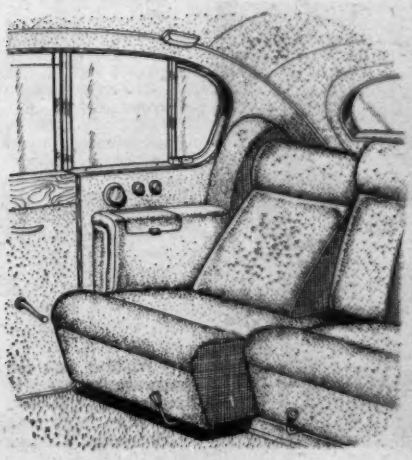
There have been big changes in the methods of building these bodies. Although aluminium panelling is universal, to a great extent the traditional ash frame has yielded to all-metal construction. H. J. Mulliner compromise with a composite ash and steel frame on all except their Continental version of the Bentley, which is made entirely in light alloy. Park Ward's Continental Bentley is also of light alloy, applied on a different principle.

Hooper employ light-alloy castings for their frames, and these are bolted together. This firm is exhibiting a new two-door fixed head coupé on the 3½-litre Daimler chassis, in which this method of construction has enabled the weight to be kept down to about 30 cwt. With the side panels relieved by a concave region and deep side windows framed by slender pillars and a shallow roof, lightness in the visual sense and grace have been achieved.

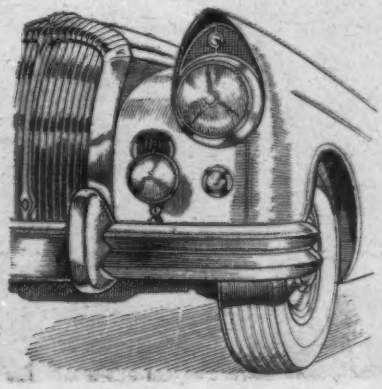
There is much attention to safety measures in the interior, including padding throughout the underside of the roof



The Aston Martin with Superleggera body by Touring of Milan has a very neat tail but the lamp units appear vulnerable



The rear seats are individually adjustable for rake in the Austin A135 limousine by Vanden Plas



Each head lamp hood contains a side lamp and an air intake for the heating and demisting system. The opening behind the pass light directs air to the front brake. These features are found on the new Hooper 3½-litre Daimler

A detachable cover to conceal the contents of the luggage space in the Abbott Farnham estate car conversion of the Ford Zephyr

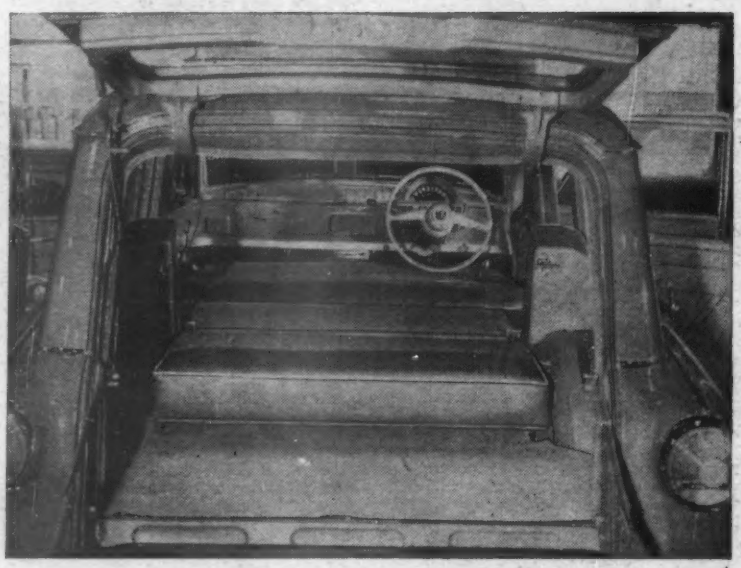
SPECIALIST COACHWORK . . .

and along the upper and lower edges of the instrument panel; the controls are recessed, as are the handles in the doors. Good lateral support for cornering should be provided by raised rolls in both cushion and squab of the deeply sprung seats.

One has come to expect superb workmanship and finish in all products of the famous coachbuilders. After examining the exhibits this year it is impossible to be disappointed, either in the refinement of detail or the lavishness of the equipment provided. These cars provide luxury in transport which is unsurpassed and quite beyond the knowledge (and reach) of the vast majority of motorists.

Much polished woodwork is a *sine qua non* in such cars for instrument panel, windscreen lower rail, door cappings and the cabinet work behind the division in limousines. There is a wonderful skill in matching the veneers, and when a curved windscreen is fitted, the instrument panel is curved to match and the upper edge merges smoothly with the front-door cappings.

Extreme comfort and anatomical correctness in the seats are now taken for granted, but the front ones in the Park Ward Continental Bentleys are outstand-

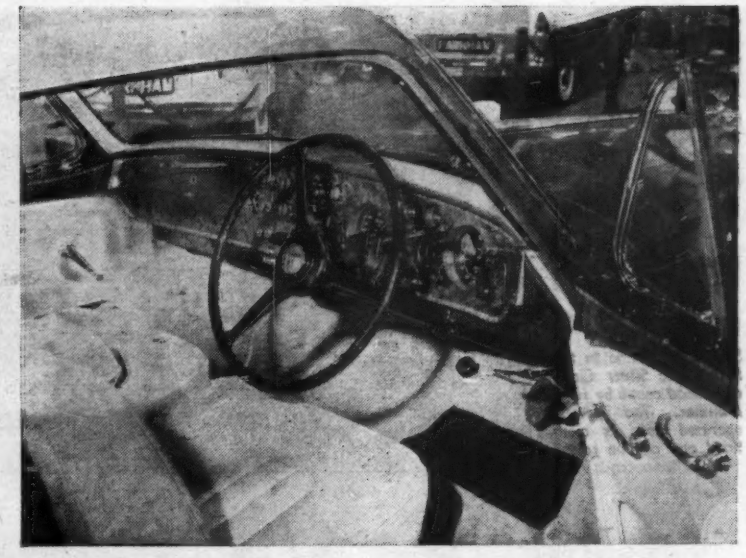


Martin Walter have adapted the Standard Vanguard III estate car by Mulliners (Birmingham) to provide sleeping accommodation

H. J. Mulliner built the coachwork for the first Continental Bentley. Their current high-speed luxury carriage is shown

ing examples. Generally seat adjustment mechanisms allow movement with unaccustomed ease and smoothness, and there is invariably a spring-loaded hinge for the front seat squabs which permits the rake to be varied. In some bodies, the squabs may be folded back to give a reclining position. Some rear seats, too, are adjustable for squab angle, the rear cushion moving forward or backward as a whole on the Park Ward seven-passenger limousine and the Freestone and Webb touring limousine, both on Rolls-Royce Silver Wraith chassis, and in individual halves in the Vanden Plas Austin A135 limousine.

It is the practice for limousine divisions to be curved and for the glasses to be electrically raised and lowered, it being necessary only to press the appropriate button in either front or rear compartment. The curvature enables the glass to lie as close as possible to the front seat when in the lowered position, and to give the maximum space in the rear compartment. Indeed, this is necessary in view of the extensive appointments incorporated by some coachbuilders in the cabinet work just behind the division.



Quality that encourages refinement in driving—Continental Bentley by H. J. Mulliner

Left: Superb finish of wood and hide in the Freestone and Webb Rolls-Royce touring limousine. Note the control buttons for the electrically operated door windows. The centre armrest opens to reveal a mirror. Right: Traditional separate head lamps on the H. J. Mulliner Rolls-Royce Silver Wraith seven-passenger limousine. Tubeless tyres are fitted and strike a contemporary note

Cocktail cabinets are almost commonplace, the one in the Freestone and Webb touring limousine requiring but the touch of a remotely placed button to slide back a door and bring the contents into view on a rotating table. This car, which has a single folding occasional seat, also displays electrically actuated rear door windows, hinged, recessed reading lights in the rear quarters, picnic equipment in the front doors and cigarette and cigar boxes in the rear centre armrest, the lid of which contains a large swivelling mirror. There is a transparent panel towards the rear of the roof which can be covered by a shutter.

This manufacturer uses winding handles in the doors to rotate the front ventilating windows and small shields prevent water entering the car when the ventilators are partly open in wet weather.

The Martin Walter Vauxhall Velox Dormobile estate car can be supplied with a zipped canvas extension dressing room

SPECIALIST COACHWORK...

Simplicity of line in the Rolls-Royce Silver Cloud drop-head coupé by H. J. Mulliner. The power-operated hood is cloth lined and can be raised in five seconds

Those who find difficulty in dragging themselves away from their television sets will appreciate the receiver in the Park Ward seven-passenger limousine. It requires only the normal radio aerial. Among others, this car has a wire recorder built in the rear centre armrest and it is possible to play back a recording through the rear compartment speaker. Radio controls are in the right-hand armrest, and television tuning and volume in the left-hand armrest.

Electrical demisting of the rear window is much in evidence and this is done by embedding the heating element—composed of very fine wires—in the glass.

The Harold Radford Countryman adaptations of bodies on Rolls-Royce, Bentley and Armstrong Siddeley chassis include extra equipment for picnics which literally embraces the proverbial kitchen sink—in the form of a large plastic washing-up bowl. Increased luggage accommodation is provided by arranging the rear seat squabs to hinge forward and extend the boot platform; the seats can be arranged for sleeping as an alternative. The Rolls-Royce Silver Cloud shown boasts among its equipment a Marconi radio-telephone and a coffee-making machine.

The continuing demand for a sunshine roof can be met on these bodies by the Webasto model, which is not a sliding panel but a collapsible frame with flexible covering.

The division on the Humber Hawk touring limousine moves with the adjustable front seat

The Pressed Steel Company, Fisher and Ludlow, Briggs, and Thrupp and Maberly display their products, which are used by the big manufacturers such as B.M.C., Standard, Ford, Rootes and Rover. A point of interest in the Humber Hawk with Thrupp and Maberly Touring Limousine body is the division, which moves bodily with the front bench seat as it is adjusted fore and aft by the driver. A similar arrangement is used on the Vanden Plas Austin Princess IV limousine, with small fixed wing glasses to prevent draughts.

Estate cars progress apace, and adaptability for sleeping is a feature much sought after. Martin Walter have adapted Mulliners (Birmingham) Standard Vanguard III estate car to Dormobile seating. Upholstery is in a washable nylon-rayon mixture with a P.V.C. surround to each cushion. Cushions and squabs of both front and rear seats line up to give a 6ft 6in bed space, with some space remaining for luggage between it and the rear loading doors. This is an important point, for should the car be used for sleeping during a tour, for example, it should not be found necessary to unload any of the luggage.

E. D. Abbott have shown appreciation of this point in their Farnham estate car conversions available on Ford Consul, Zephyr and Zodiac, where the increased body size of the latest models has been put to good advantage. The conversion for sleeping gives a 5ft 2in bed space with the rear squab in position (raised) and 5ft 8in with it removed. There still remains some 3ft 6in of luggage space between the bed and the rear of the body. Either the full depth at the rear is available for luggage or, at extra charge, a false flat floor, which sacrifices seven inches of depth, can be fitted. This floor, the back of the rear squab and the wheel arches are covered with a new and exceptionally durable material called Duvina—a rubber-like plastic with a raised diamond pattern which has remarkable resistance to marking by sharp objects. The spare wheel can be mounted on the roof rack when required.

Other estate cars new to the show are the Vauxhall Velox conversions by Grosvenor Carriage and Martin Walter. The latter employs glass fibre in the construction of the rear quarters, and both offer sleeping accommodation. The Austin A95 Countryman is a newcomer to the ranks of estate cars. It has a horizontally divided tail gate, the lower half hinging down almost level with the carpeted luggage platform to allow awkward-shaped projecting loads to be carried.

The convertible Fords are made by Carbodies, the Zodiac being a recent addition. Power operation for the hood is available, and it is possible to roll back the front portion into the de ville position.

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FITTINGS—Useful and Decorative

A PATROL OF THE DISPLAYS IN THE GALLERIES

AN outstanding feature of the Earls Court Show for many years has been the wonderful range of accessories and components, and this year's display has been fully up to the traditional standard, although the products of a few excellent firms are not to be seen because the manufacturers are not members of the S.M.M.T.

Notable technical improvements are incorporated in the devices shown by component makers who sell to the public—as distinct from those who supply the car manufacturer in bulk only—and the motorist prepared to devote a reasonable amount of his Show-time to the galleries and the "side-shows" on the ground floor could be sure of learning something to his advantage.

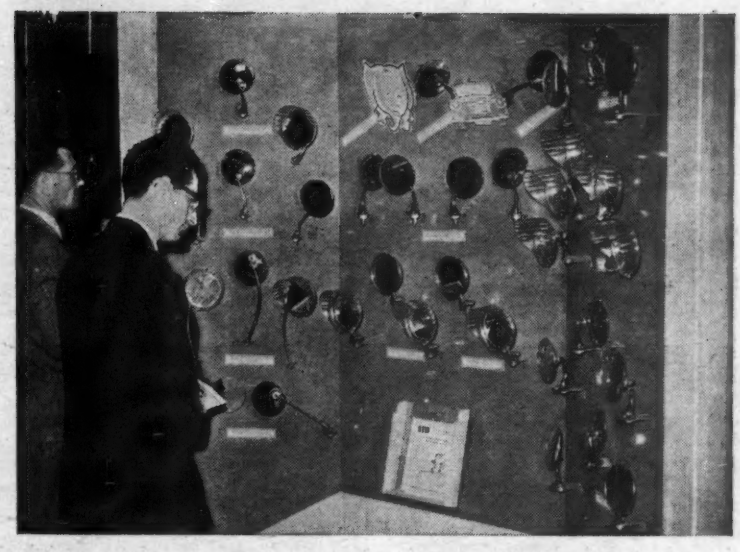
Many components, seen in working demonstrations, were of great interest to the amateur student of design. All the piston people, for example, showed better-overhaul items of one kind and another. Plugs had perhaps the most novelty, however. Rather expensive platinum plugs have been with us for some time, but at the Show, Champion and Lodge introduced plugs of normal price, with much improved electrodes.

Champion's claims were for a new electrode alloy, and they had enlarged pictures of the much lower corrosion and gap increase rate. Lodge had "chromised" electrodes. The word does not imply chromium plating, but the absorption of chromium into the electrodes by a special process. The interest in such things is not the probable long life, for ordinary plugs last well, but in the sustained maintenance of a good spark without attention.

Lucas showed their latest improvements in dynamos and distributors. There was a sectioned distributor which had the latest type cam, which gives at the contacts a slow make and rapid break; the full length sleeve for the spindle; and smoother plastic caps with improved insulation.

It seemed a pity that lamp makers could not have given us more indications of the shape of the beam of their products, especially the fog lamps; after all, that is the most important thing about a lamp. But Marchal had an enlarged photograph showing something new and interesting.

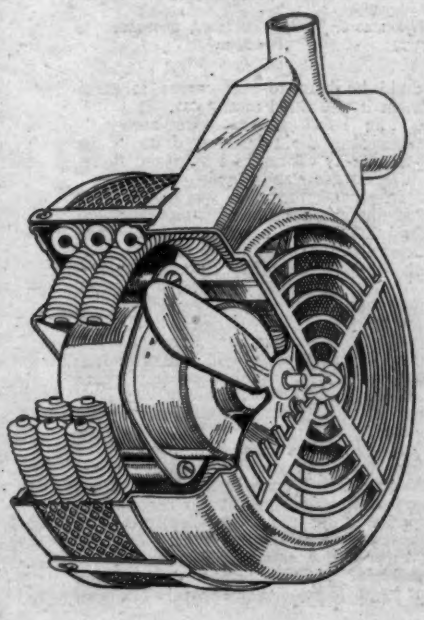
Apparently the French Government is

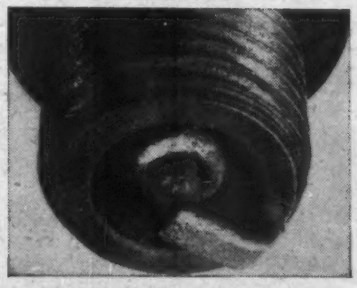


Clear plastic hoods to keep the rain off Wingard's new spring-mounted wing mirrors

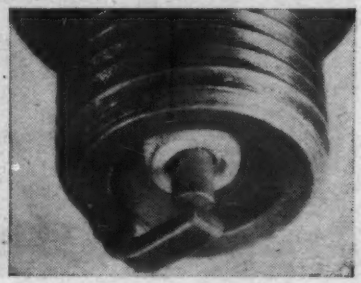
Introduced as an accessory for any car—the Lucas electric screen washer

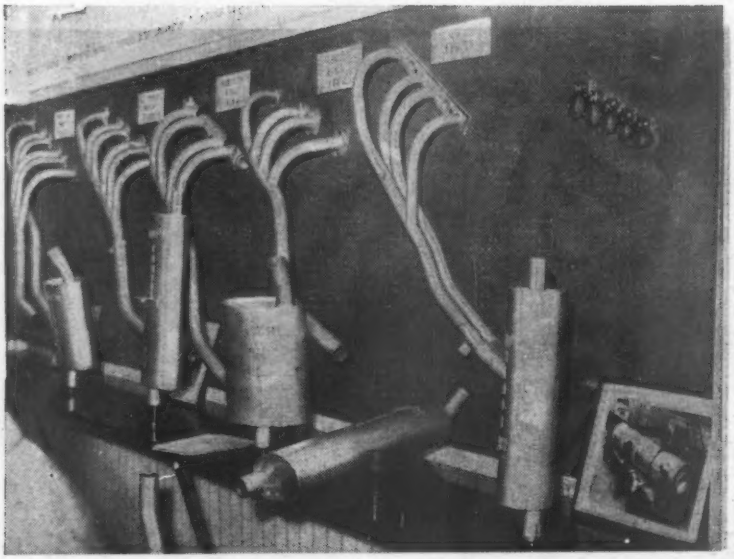
Tubes wound with a continuous spiral of thin sheet metal are the effective heat-exchange element of Wingard's heater



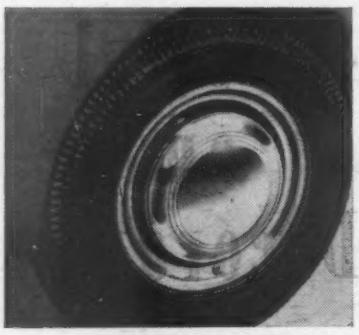


Champion's stand was devoted to plugs with a more wear-resistant alloy for the electrodes, and had a large version of this picture. Above are electrodes of normal material; below, the new electrodes after the same test period





Plumbing by Servais: nearest the camera is a twin-pipe exhaust manifold for the Ford Anglia



Ace chromium-plated Rimbellishers (shown by Cornercraft)

FITTINGS — Useful and Decorative . . .

revising its strict legal controls for head lamps. At present they demand a very flat-topped beam for the dipped position. This, although it is non-dazzling, does not give the driver very much forward range of vision—as tourists and users of French head lamps in this country will have noticed. The new code permits a fan beam with cut-off, as before, but with a long-range component shooting along the kerb on the driver's side. Marchal's big picture showed this beam.

Other electrical items interesting to motorists included the Lucas tell-tale for stop lamps; the Remax transparent distributor cover; and inexpensive continental horns on the Wico-Pacy stand. There were no auditions; but it was claimed that these models were clear and penetrating in tone.

AC-Delco introduced a speedometer whose "needle" was an advancing arc of bright orange. The claim was that it gave an easier indication for the casual glance, or the corner of the vision. Looking at the working exhibit, it was thought that there was something in this claim.

One of the mirrors was a spring-mounted wing model shown by Wingard. Its mechanism in the base seemed well protected and the location firm. Outside mirrors were exhibited with transparent plastic hoods to keep them clear of rain.

Another aid to vision was Eversure's Anticon panel for rear windows. This gives the established effect of a double glass with a sealed air-space between, so that condensation and misting are kept at bay.

An ingenious new accessory, by Key-Leather, was their very wide screen demister bar for wrap-round rear windows and screens. This had a body which could be bent to suit curves in glass, when it was fitted to any car.

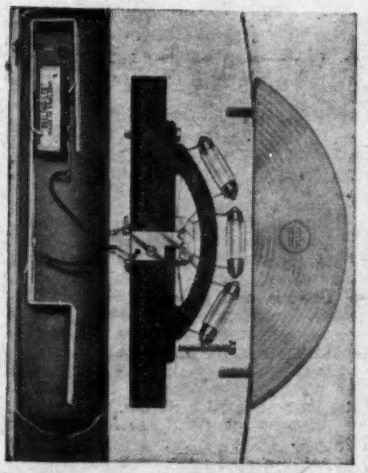
Nylon cord for tyre carcases, announced by Firestone

Mascots on the Desmo stand were a favourite of visitors

(The latest glasses were amusingly arranged on the Triplex stand, one of the best display efforts, in a light and rather surrealist *décor* and *montage*.)

In general, the Show was not good on "styling gimmicks," for the most frivolous (and therefore the best) are made by small firms who do not exhibit, although a good mark went to Judella for disguising reversing lights as plated jet outlets! But the finest of all appearance embellishments was there—the Ace polished light discs for cars. They were fitted to a great many of the cars in the main hall. The fastenings and the invisible rubber insulation were practical, and so was the use of louvres so that discs help brake cooling rather than impede it.

Many visitors must have passed by a significant display on the stand of London Aluminium. Typical grilles, hub plates, and other brightwork for car makers (not for sale to the public) were displayed. The great point for motorists is that these were "super-purity aluminium, electrolytically polished," and were claimed to have a life or ten to 15 years of smartness! The cost,



Conversion set for fitting winking indicators, in place of semaphore arms on older cars, shown by Belling-Lee

The Autocar was told, was but a fraction more than chromium-plated steel, and the refractive power better than chromium, though not so good as silver. The best accessory makers do, of course, use chromium-on-brass; but this is too expensive for standard fittings on a popular car.

Seat covers are useful and—not in the least by accident—very decorative. This year the materials were very fine indeed, and in bewildering variety. Among things that were new or recent was the waterproofing silicone treatment used by Kladwell. Even such loosely woven materials as soft Scottish wool tartans were seen to be repellant of a drop of water.

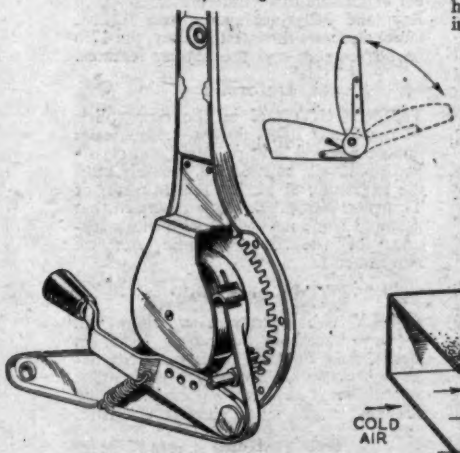
Welfit showed covers backed with rubber foam-sheet, which makes them soft and thick. One new material was a closely woven rayon. For those who are content with the decorative quality of their car seats, Karobes added to their range clear, transparent plastic covers. They seemed very strong and tough, and were not at all slippery. Regency had some new materials of a very rich appearance.

The Show was disappointing in respect of mascots, only one maker, Desmo, having them. Besides giving a car individuality, such things often help driving by giving "something to aim with" on cars which are devoid of sighting emblems.

The Show visitor, after walking along mile upon mile of galleries, naturally was receptive of devices calculated to improve his comfort, even though they were for his driving ease rather than to temper the concrete to his poor feet. Bluemel's telescopic steering wheel mounting was an admirable example; among the large range of seat adjustments they showed, Chapman had a device new to this country—the Reutter (a design of a German coachbuilder). It controls squab angle, anywhere between upright and the flat "bed" position, by means of a ratchet lever. The adjustment was easy to make. This firm had very comfortable seats, for car makers and coachbuilders.

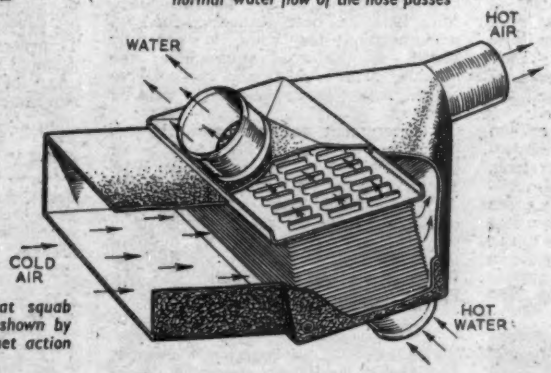
The only seat sold as an accessory in the Show was by Intalok. Of tubular construction, it is light and strong, and upholstered on the hammock principle. The same seat is used in the 2 c.v. Citroen, which is most comfortable to ride in.

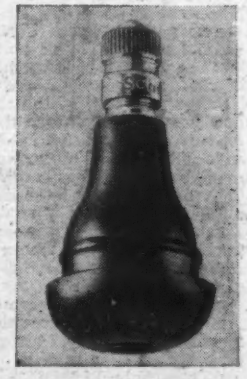
These were some of the exhibits which happened to catch the eye of one visitor to the Show; just as important was the very high standard of quality to be found everywhere in the galleries.



Reutter finger-tip control for seat squab angle—a pleasant de luxe fitting shown by A. W. Chapman. It has a ratchet action

A unique heater, the Delaney-Gallay for Ford Populars. Fitted as an interruption to the radiator top hose, it has an air passage—through which the car's own fan blows—and a heat exchange element through which the normal water flow of the hose passes





A Schrader "pop-in" valve for wheels which are fitted with tubeless tyres

Metropolitans for All

SPEAKING at a Motor Show luncheon given by the British Motor Corporation, Mr. George W. Harriman, newly appointed deputy chairman and joint managing director, announced that the Nash Metropolitan, of which some 30,000 had been made, would soon be released for sale throughout the world instead of, as previously, in the United States alone.

The cars would be available on the home market early in 1957, and the same bright colours would be offered. Metropolitans so far had earned some 35 million dollars. U.K. prices will not be announced until the New Year. The Metropolitan has a Fisher and Ludlow two-seat body, convertible or coupé, specially designed to appeal to the American market, and its engine is the same as that fitted in the Austin A.50.

Mr. Harriman said that since the war B.M.C. had earned in America 357 million dollars. Sir Leonard Lord had also just received the 100 millionth dollar earned in Canada.

VISITORS to the Motor Show on preview day (left to right): Mr. Harlow Curtice (president of General Motors), Mr. Henry Ford (president of the Ford Motor Company of America) and Mr. H. Mortimore (general sales manager of the Ford Motor Co., Ltd., Dagenham) on the Ford stand

FIGURES AND FACTS

BRITAIN'S 6½ million drivers are being taken for a ride by the Government, said Mr. Basil Rogers, secretary of the Roads Campaign Council, in London a few days ago.

"The Prime Minister, the Chancellor of the Exchequer and the Minister of Transport have all said in the past week how great an importance they attach to road development," he declared. "They have all quoted impressive figures of road expenditure as evidence of the Government's good intentions.

"They have said that £350 million was being spent on the present road programme. But if we take a closer look, we find in the first place that the Government have been flashing somebody else's cheque book, and in the second place that most of the cheques are made out not to the road programme, but to expenditure on annual maintenance.

"Thus of the £350 million, some £180 million came from the pockets of local ratepayers to pay for keeping the existing roads in repair. A further £90 million was spent by the Government for similar purposes.

"This leaves £80 million to be accounted for. It is this amount which, since 1954, has been authorized for road modernization—for what is generally known as the road programme: the building of new roads and the carrying out of major improvements to existing roads.

"Government and local authority expenditure on new roads and major improvements was £8½ million in 1954, £10 million in 1955 and will be about £20 million this year—a total of £38½ million spent on the road programme in the last three years—a vastly different figure from those used by Sir Anthony Eden, Mr. Harold Macmillan and Mr. Harold Watkinson."

SIR ANTHONY EDEN inspecting the Seal of Perfection on the Hillman stand at the Motor Show; on his left is Sir Reginald Rootes. On his right are: Mr. B. G. Rootes (managing director of Rootes, Ltd.), Mr. F. Perkins (president of the S.M.M.T.), and (nearest the Premier) Sir William Rootes (chairman of the Rootes Group)

NEWS AND

METHODS OF FAMOUS DRIVERS

STIRLING MOSS, Ronnie Adams (this year's Monte Carlo rally winner) and other world-famous drivers will feature in a brand-new series of articles entitled "Methods of the Experts," starting in *The Autocar* next week (November 2).

There is much to learn from the driving methods of the experts—knowledge that is directly applicable to normal road work—and this series, for which *The Autocar* has been collecting and collating the material for some years, is certain to be of absorbing interest to all motorists.

The new series will run for a number of weeks. The November 2 issue will also contain: a road test of the new Austin-Healey 100 Six; "60 Years of Motoring"—an introductory feature to the Veteran Car Run, which will be held on November 4; "Salute to a Masterpiece," in which Raymond Mays, of racing and B.R.M. fame, discusses the latest Bentley, the 17th he has owned; and the regular features.

Deferred

INTRODUCTION of the new ruling that street lights do not automatically impose a speed limit on trunk and classified roads will be deferred, possibly until the beginning of 1957. The Minister of Transport had previously announced that it would come into effect with other sections of the Road Traffic Act on November 1.

Two-way Only

ONLY two pedestrian crossings will give access to the central island in Leeds' City Square. This has been decided because otherwise pedestrian traffic at peak hours might be sufficient to bring vehicular traffic to a complete standstill.

Recent Road Tests

THE following is a list of road tests carried out by *The Autocar* during the past six months; this list is published in the last issue of every month.

April
*6 Nash Rambler station wagon
*13 Ford Zephyr II
*20 Sunbeam Rapier
*27 Morris Isis

May
*4 Porsche 1600
*11 Jaguar Mk. VII (automatic)
*25 Paramount Roadster

June
*1 B.M.W. 501
8 Packard Clipper Custom
*15 Ford Consul II
*22 Austin A.105
*29 Simca Elysée

July
*6 A.C. Aceca
*13 Rover 60
*20 Ford Taunus 15M
*27 Hillman New Minx

August
*10 Riley Pathfinder
*31 Standard Vanguard Sportsman

September
7 Volvo PV 444
14 Morgan 4-4 Series II
21 Jaguar 2.4

October
5 Armstrong Siddeley Sapphire 234

* Reprinted among the 33 tests contained in *The Autocar Road Tests of* 1956 *Cars* which is now on sale, price 7s 6d, at *The Autocar* stand (No. 72) at the Earls Court Motor Show, and is also obtainable from newsagents and booksellers or direct from Trade Counter, Dorset House, Stamford St., London S.E.1.

VIEWS

Visitors to the Show

PAID attendance at the Earls Court Motor Show on the first day of this week totalled 53,430 visitors, bringing the number of visitors who have been to the Show in the first five days to 217,452. This is slightly below the record average for five days of last year's Show.

Insurance for Rental Schemes

UNDER the new Stanhire Rental Protection scheme, arranged by The Credit Insurance Association, Ltd., Staple Hall, Stone House Court, Bishopsgate, London, E.C.3, it will be possible to insure against unavoidable default of rental payments for Stanhire cars. The scheme will insure against default arising from accident, sickness, unemployment and death, under the terms of the agreement.

More for the Test

AS from last Friday, October 19, the existing fee of 10s for the driving test has been increased to £1. The fee of 2s 6d for tests of drivers of invalid carriages, mowing machines, pedestrian-controlled vehicles and vehicles which are exempt from excise duty is not altered. One wonders whether a 100 per cent increase was really justified, or are we seeing the start of another "racket"?

Helicopters Special

A COMPREHENSIVE review of helicopters and their power units, at home and broad, with articles and illustrations of their use in both commercial and military spheres, will be contained in a special **Helicopters of the World** number of our associated journal *Flight*, on sale from newsagents and booksellers next Friday, November 2, price 1s 6d as usual. The Editor of *Flight* is believed to be the only aviation editor with a helicopter endorsement on his pilot's licence.

SHOWING THE FLAG in the Philippines—a view of a five-day exhibition of British motor and agricultural equipment which opened on October 12 at Manila. Included in the display are to be seen an Austin, Hillman Minx, M.G.A, Morris Traveller and some small Standards

Child Accidents

THAT child accidents are falling, though slowly, is encouraging. The Minister of Transport attributes a drop of 12½ per cent in September figures (compared with the same month of last year) to the success of the "Mind That Child" campaign which he launched on September 5. Deaths, however, were only seven fewer.

The president of the Royal Society for the Prevention of Accidents, speaking at the recent National Safety Congress in London, said that the number of children killed on the roads had been reduced by half during the last 25 years, and he thought that road safety propaganda had been the chief cause.

Caravan Makers Prospering

BIG export orders have been placed for British caravans at the Earls Court Motor Show. Notable among these was Alperson Products, Ltd., who by the beginning of the second week had contracted for 612 caravans, amounting to a sum of £198,000.

Free to A.A. Members

AN Automobile Association touring briefcase and mapholder will be presented in future to members who enrol three new subscribers to the A.A. As in the past—a fact which is not widely known—members will continue to receive a year's free subscription for every two new recruits enrolled.

Used Car Values

PRICES realized at Southern Counties Car Auctions, Ltd., sale at Alexandra Palace last week included:

Car	Date	Price £
Austin 10	Dec. 1946	235
Austin A.30	Apr. 1955	420
Ford Anglia	July 1946	192½
Ford Prefect	Apr. 1951	295
Ford Prefect	Nov. 1954	465
Ford Consul	Dec. 1954	470
Ford Zephyr	Jan. 1954	490
Hillman Minx	Apr. 1949	302½
Humber Hawk	July 1955	670
Morris 8	Oct. 1947	225
Morris Oxford	Nov. 1955	567½
Riley 2½-litre	Aug. 1952	510
Singer S.M. 1500	July 1950	270
Standard Ten	Oct. 1954	412½
Standard Vanguard	Sept. 1952	332½
Standard Vanguard	June 1955	550
Triumph Mayflower	May 1953	395
Vauxhall Wyvern	Apr. 1956	650
Vauxhall Velox	Jan. 1955	545
Wolseley 6/80	Oct. 1954	460

The above is a recently introduced regular feature.

EARLY results of the campaign (see top left) have been favourable

Diaries for the New Year

COPIES of *The Autocar* Motorist's Diary for 1957 are now on sale at newsagents and booksellers, or may be obtained direct from Trade Counter, Dorset House, Stamford Street, London, S.E.1. Prices are: 6s (bound in leather), or 4s 3d (rexine), postage 3d.

In addition to the usual diary format, there is special accommodation for the maintenance of running costs, mileages, fuel consumption and servicing records. Also included are: a time-speed table; a list of index marks, equivalents, technical terms, main roads, international letters, legal information, National Trust properties, ancient monuments and car ferries; and full information on motor clubs, racing circuits, caravanning and touring, and motor racing history, together with many other features of particular interest to the motorist. There is also a 16-page section of coloured maps of Great Britain.

Other specialized diaries are produced by the following of our associated journals: *Amateur Photographer, The Motor Cycle, Wireless World and Yachting World.*

Prices are the same as for *The Autocar* diary, except for the *Yachting World* diary, which costs 10s (bound in Morocco leather), or 6s 6d in waterproof leather cloth.

All the diaries are published by T. J. and J. Smith, Ltd., 12, Hanover Square, London, W.1, in conjunction with Iliffe and Sons, Ltd.

S.M.M.T. Dinner

"*More Productivity Can Come Only From More Investment*"

LAST week we were able to include a brief reference to the Annual Banquet of the Society of Motor Manufacturers and Traders at Grosvenor House, London. It was an outstanding occasion and the speeches by the President, Mr. F. A. Perkins, and the Chancellor of the Exchequer, Mr. Harold Macmillan, were of unusual interest. We give below the main passages from the President's speech.

Mr. Perkins said: "On almost every stand you will be offered an increase in horsepower, speed and economy. Many British cars, from the large to the small, are available with two-pedal control or automatic transmission. You will find quality everywhere improved, and in no small part this is due to the fact that manufacturers are now able to make use of the research and development which has been carried out at M.I.R.A.

"In the past it has frequently been charged against the British manufacturer that he has been inferior in spares and service facilities to some of his competitors. This has happened in the past through causes outside the manufacturer's control, but an extraordinary change has come over the position in the last few months and, to the extent to which it has come to my personal knowledge, overseas users are full of praise.

"A number of components besides cars, commercial vehicles, tractors and parts and accessories—for instance, agricultural tractors, industrial tractors, parts and accessories—are exported by the motor industry, and you may be surprised to learn that cars are not the biggest component, being exceeded by parts and accessories. The figure of exports for the first eight months of this year is £274 million, compared with £255 million for the corresponding period last year.

"It is impossible for an intelligent Englishman not to feel that the position of his country today is, in many respects, similar to that of the Roman Empire during its decline. Our overseas possessions have immensely declined, and together with this, our overseas income has declined, and we are suffering from many of the causes to which modern historians attribute the fall of Rome. These are: crushing taxation of both income and capital, failure of saving, remorseless inflation, constant shortages of economic manpower, expansion of the apparatus of state, loss of individual responsibilities, and the loss of a belief in a worthwhile future.

"In addition to all these materialistic blows, in the last 50 years the average Englishman has lost his belief in a personal immortality. If there is no future life for himself, and if he can do nothing to make life better for his children, how can you expect him to be anything but a spendthrift?

"We are repeatedly asked by our Government for more productivity. We must give them credit for understanding that unfortunately more productivity does not come from asking the man in our shops to work harder or longer hours, but only from more capital investment or more horsepower per worker. Yet it is only a few months ago that our Chancellor said that he was determined to slow down capital expenditure. As recently as February 17, he said 'We must enforce still further reductions in investment'.

"In the past ten years we have seen our Governments pour capital into nationalized industries with little result, but private enterprise, upon which all exports depend, has come a poor last.

"Better times in the future can come only from increased capital investment. Capital investment can come only from present savings. Savings can come only from unspent income, coupled with a faith in the future and a hope of reward for present denial. Savings are our seed corn for the future, but by penal taxation, the Government is eating our seed corn.

"I would like to draw the attention of all employers to a booklet of which the authorship has been attributed by the national press to Mr. Gaitskell, called 'Towards Equality.' It is pathetic to think that this is put forward as representing the ideas and beliefs of 50 per cent of our population. Its design is to reduce all life in this country to the lowest common denominator, and it disregards entirely the lesson to be drawn from the most dynamic countries—those which are making the most material progress today—namely, the United States, Russia and Germany. All of these are rewarding outstanding ability with outstanding benefits.

"The Socialist policy is to make the common man better off, but do their leaders realize that only more tools will lighten his labour and enable him to enjoy more consumable goods than ever before, so that capital is more vital to the growth of human leisure and welfare than ever before? Is this necessity for more capital recognized by our political leaders of either party?

"We must all preach the potentialities of an enlightened capitalism which attacks poverty by insisting on production, rather than concentrating on spreading the jam thinner."

Mr. Perkins next turned to the subject of roads. He said: "Rapid transport is the life blood of industry, in fact it is more than that. All the big empires of the past have been built up on rapid transport. Now, of western civilized countries, we have probably in England the most inadequate roads.

"I would like to give the Chancellor one warning. The Romans ruled Britain for over 300 years. In the second century they had a big road building programme, and fortunately for us the milestones they put up on their roads were generally dated, so that we can trace their progress.

"In the second century they had a big road building programme, but in the third century it gradually declined to nothing, and in the fourth century they fell from power and left England. The Tory party ruled Britain for the period between the wars, and they had a fair road building programme. In the six years that they have ruled Britain since the last war, they have built no roads."

Of taxation, Mr. Perkins said: "During the war the Government called on the motor industry to make an all-out effort in the provision of war materials. They received a great response to this call, and the achievements were extolled by the Government on innumerable occasions.

"After the war there was an immediate call to the industry to switch over to the production of motor vehicles for export in the quickest possible time. Again the industry responded by rehabilitating their production lines and raising exports which, in 1938, amounted to £19 million—about one-twentieth of what they are today. Again the Government thanked them and said that their efforts had been fundamental in restoring Britain's post-war prosperity.

"What do we find today? The Government are taking every possible step to down-grade the industry. In fact it would almost seem as if they do not welcome its survival.

"In addition to the crushing load of taxation especially pertinent to the industry already existing, they have now taken punitive action in imposing increased purchase tax and hire purchase restrictions.

"Mr. Macmillan was farsighted enough in the 1920s and 30s to realize the tremendous evils of unemployment and bad social conditions. He rebelled against the old men and described the front bench of his own Party as 'a row of extinct volcanoes.' He has now again come forward with his proposition for European economic union.

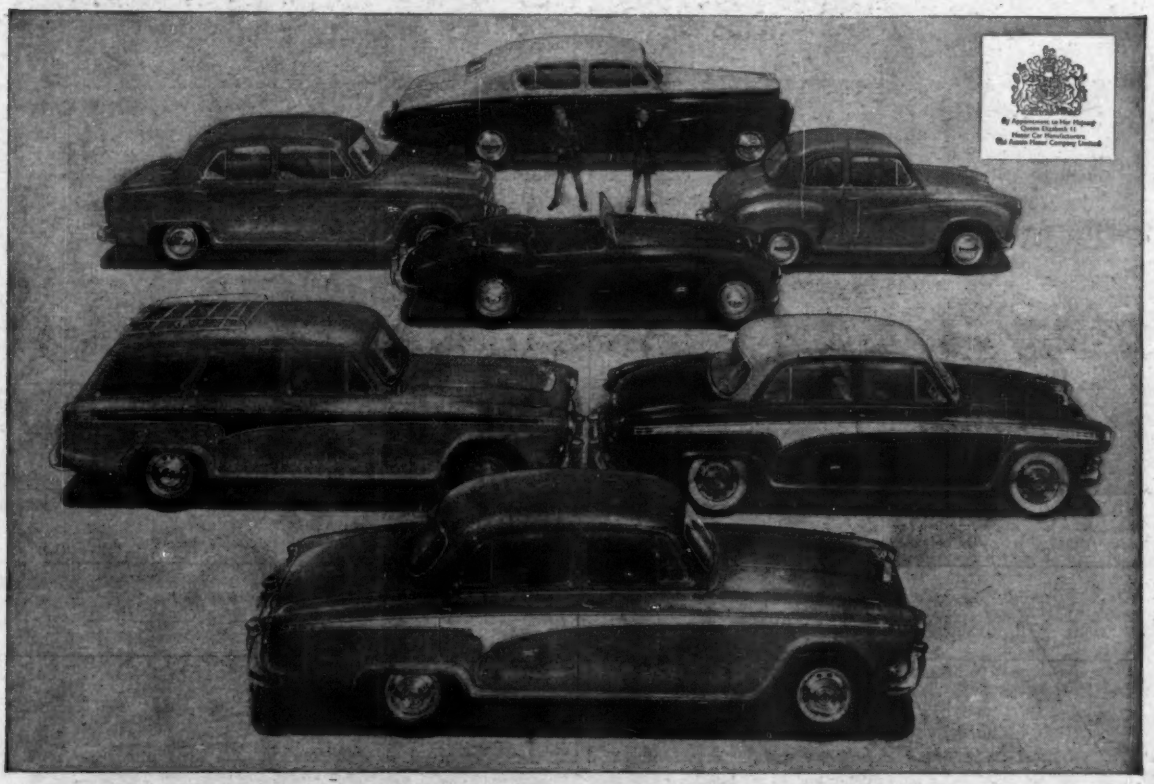
"I am speaking here now as a private individual and not as president of our Society. It does seem to me, however, that from the political point of view, the only possible future for Europe, at present a patchwork quilt between the two giants of Russia and America, is to work for unity so that its 207 million people could be superior in resources to the 207 millions of the Soviet. Obviously there are many difficulties to be overcome, and many years will be required to work out an effective scheme.

"Cries of alarm would be raised at the idea of anything approaching free trade with Germany. But don't let us forget that prior to 1914 Germany was our best customer and we were Germany's best customer. Why should that not come about again?"

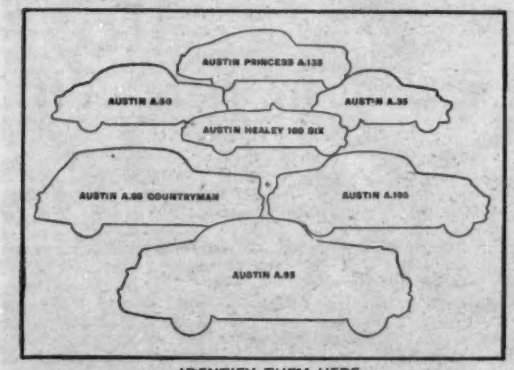
Mr. Macmillan's reply also was reported in these columns last week. There were those present who read into Mr. Macmillan's words the promise of an easing of taxation on motorcars and motoring. The Chancellor had referred to the old Yorkshire saying that apple pie without cheese was like a kiss without a squeeze, adding that, so far, he had applied only the squeeze. Subsequently the Prime Minister's speech at the opening of the exhibition was less encouraging. He said: "I cannot make any easy promises of relief; we are not going to relax the battle against inflation until we are certain that it has been won."

Referring to expenditure on roads at the banquet, Mr. Macmillan stated that a total of £350 million had been or was being spent on the present road programme over a three-year period. A spokesman of the Roads Campaign Council replied, describing these figures as highly misleading and giving his organization's estimate of government expenditure on the roads programme as only £38½ million during the last three years.

For people who can't get to the Motor Show



THE GREAT NEW AUSTINS
GREAT NEW POWER, GREAT NEW LOOKS



IDENTIFY THEM HERE

If you can't make the Motor Show this year here's a panorama of the Austins. All these beautiful cars have extra power without sacrificing economy. But there's a good deal more to be said than that. For instance, the A.95 and the A.105 are newly styled and both have an automatic gearbox as an optional extra. The A.50 now has clutchless transmission as an optional extra. The new Austin Healey 100 Six has a six cylinder engine with twin carburettors and room for two more passengers. The A.35 has a bigger engine and a stylish new Countryman is available based on the A.95. And so on—a lot more than there's room to print here. The best thing is to see these cars yourself as soon as they come to your local showrooms. So ask your Austin dealer to book you for a free trial run. Do it now and get your name at the top of the list.

"Come on, let's go and see them at the Motor Show"

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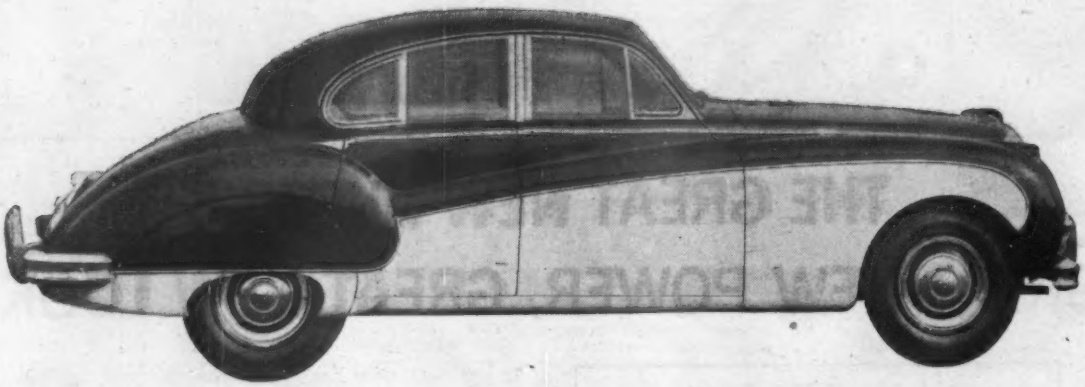

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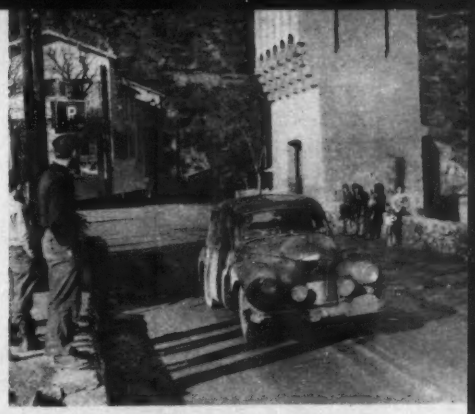
Progress by Proving

INCREASING INTEREST BY BRITISH MANUFACTURERS IN INTERNATIONAL EVENTS IS HAVING ITS EFFECT ON PRODUCTION CARS



The Peter Harper-David Humphrey Sunbeam Mark III which finished fourth in the General Classification and was a member of the winning team in this year's Monte Carlo Rally

BY PETER GARNIER

WHETHER it is because of a national tendency to drive faster than we do, or merely because their roads permit higher speeds, manufacturers across the Channel have generally succeeded, in recent years, in extracting from their cars a greater performance per litre than we have from our own. Continental sports models, rightly or wrongly, built up for themselves during the inter-war years an enviable reputation—though not without plenty of competition from our own products.

Since the war, however, the situation has changed enormously. To cater for a rapidly increasing interest in sporting events, British firms have had to develop cars which, while still being suited to the everyday requirements of less sporting owners, can compete in big international rallies or race in Club meetings.

Manufacturers, wisely appreciating the advantages of such events as proving grounds, and the prestige value of success, have regularly entered works teams in the big rallies. In many cases they have also given assistance to private owners who have proved themselves potential winners. Thus rallies, originally intended to provide amusement for competitors, have also become invaluable in the development and proving of high-performance touring vehicles. They have also provoked appreciable advances in equipment generally—lights, windscreen wipers, brake linings, tyres, radiator blinds, clutches, screen washers, dust-proofing of bodywork and engines, and many other details.

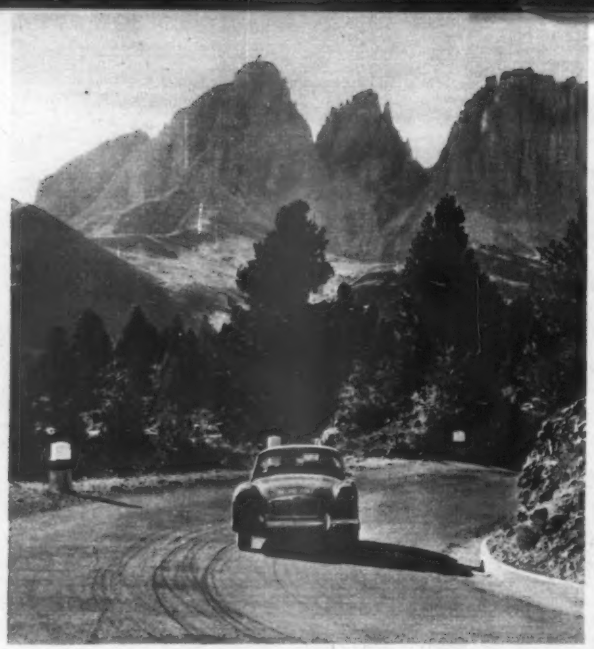
In the sports car field, too, this climb to supremacy is going on, and British manufacturers in both spheres are fortunate in having at home probably the most enthusiastic and well-informed clientele in the world—and the most critical. With its great number of active, thriving motor clubs, their enormous membership and the near-surfeit of racing circuits, this country is the envy and admiration of the motoring section of every other country.

The result of all this has been an outstandingly successful year for British manufacturers in both the big International rallies and sports car races—the Monte Carlo Rally and the Le Mans 24-hour race immediately come to mind.

In the main rallies—events counting towards the European Touring Championship—the year started with Ronnie Adams' win in the Monte Carlo with a surprisingly standard Mark VII Jaguar saloon; so "production" was it that it made all the special equipment carried by other so-called standard cars appear unnecessary. British cars also finished fourth (Sunbeam, P. Harper),

Sunshine and shadow in the Monte: The John Nairn-Francis Dundas M.G. Magnette, which successfully completed the Monte Carlo Rally, leads a Mercedes-Benz 300SL on the last day of the strenuous event

A new model in the Tulip Rally—the 2.4-litre Jaguar crewed by F. D. Dundas, B. G. Campbell and P. M. Barr



John Gott and Chris Tooley, in a works-entered M.G. A, pass through unnoticed scenic splendours in the Liége-Rome-Liége. These cars finished 14th, 15th and 27th

PROGRESS BY PROVING . . .

eighth (Standard, M. Gatsonides) and tenth (Sunbeam, J. Ray) in the general classification. The works-entered team of Mark III Sunbeams won the team prize for the third year in succession, thereby winning outright the Charles Faroux Trophy—the first time this has been achieved.

The R.A.C. Trophy for the Road Safety and Comfort competition also went to Gatsonides' Standard Vanguard, and the *Concours de Confort* to Mike Couper's Austin Westminster—proving that these aspects have not been overlooked by the British manufacturers in their search for performance and road-holding.

In this event, the first 90 finishers, after completing the 2,500-odd miles of the road section (which included a braking test at the finish) competed in what amounted to a 150-mile road race round the mountains. The cars were in anything but good shape—brakes especially had suffered, and there was no time allowance for adjustment. Cars that can stand up to this treatment should not give much trouble in normal conditions.

The three Sunbeam Mark III sports saloons which won outright the Charles Faroux Trophy had already covered together a total of more than 120,000 miles of competition motoring, scoring successes in the Tulip, Viking, R.A.C. and Monte Carlo rallies of the previous year. The cars were standard products, taken from the production line into the competition department and carefully prepared to withstand stresses far in excess of those which they would have to suffer as normal road cars—and not only in one rally, as can be seen from the records.

Preparation of a car for such events entails not the fitting of a host of non-standard parts, but thorough checking of every component. All welds on the frame, suspension and chassis are inspected and the steering controls crack-tested. Any parts that have shown weaknesses in previous events—if they have not already been redesigned on the production version—are strengthened. Working parts such as the pedals and steering linkage can be rendered inoperative by frozen snow; to prevent this, protective plates are fitted round the vulnerable areas.

Next of the big events in which British manufacturers took an active part was the R.A.C. Rally of Great Britain, which ran from April 6 to 11. The nature of this event—dictated by the congestion and inadequacy of British roads—is such that many foreign manufacturers and competitors shun it. The accent is on accurate navigation.

This year's solo foreign challenge—Walter Schluter's D.K.W.—was soon out of the Rally through a navigational error on an out-of-date Ordnance Survey map. For competitors who are accustomed to the higher averages of the Continental events and the wide, open spaces of the Alps, the Dolomites and the Massif Centrale, perhaps the R.A.C. Rally is a little frustrating, but nevertheless it is a very good event indeed, and puts a heavy premium on efficient brakes.

The winning Aston Martin (L. O. Sims) lost no marks on the road section and, out of the 16 tests, put up best time in seven and second best in six. Ian and Pat Appleyard, driving an XK140 Jaguar, were second in the general classification, and third were J. T. Spare and M. H. Meredith in a Triumph-engined Morgan. The team award went to the three Austins driven by Joan Johns, Gerry Burgess and Jack Sears.

Also during March came France's contribution to the European Touring Championship—the Lyon-Charbonnières—followed in April by Portugal's Iberian Rally and Greece's Acropolis Rally. These three—though the Lyon-Charbonnières is one of the toughest and best of all rallies—were not supported by British manufacturers.

Holland's Tulip Rally, however, running from May 6 to 12, brought the British competitors out in force—both works teams and private entries. It is held at a splendid time of the year when the tulip fields are in full bloom, and the Dutch are extremely hospitable, so that the volume of support from this

Lyndon Sims, winner of the R.A.C. Rally of Great Britain, in his DB2-4 Aston Martin

Marcus Chambers, B.M.C. team manager, in the Austin A.90 which, with Peter Wilson, he drove in the Geneva Rally

The F. P. Grounds-W. C. Johnson XK120 Jaguar swings through some unrelenting rock faces in the Tulip Rally, in which British cars did outstandingly well

side of the Channel is not surprising. In the general classification, British cars occupied the first seven places: Austin A.30, first; Standard Eight, second, third, fourth and fifth; Rover 75, sixth; Morris Minor, seventh. British cars also occupied tenth and eleventh places, and the team prize and three class wins went to products of this country.

During the four days of the event the cars covered nearly 2,000 miles of fast and strenuous going, engaged in eight timed hill-climbs, and completed a high-speed test on the Zandvoort circuit.

After minor successes for British cars in the Geneva Rally in May, when one of the B.M.C.-entered Austins (Sears and Best) finished first in its class, came the Alpine Rally in July, with as resounding a crop of victories as any country could wish for. The Alpine is without doubt one of the toughest events on the calendar, and makes quite exceptional demands on the cars. It was Triumphs' day out—or, more correctly, Triumphs' six days out, as the event lasted from July 6 to 12.

Hard-top-equipped cars, running in the *gran turismo* category, won five individual Alpine Cups, the manufacturers' team prize, took first five places in the up to 2-litre class, and won the team prize for non-French cars.

This was not all—Barker's and Cooke's Standard Ten won the up to 1,000 c.c. class, Mrs. Mitchell's and Miss Faichney's M.G. A came third in the up to 1,600 class as well as winning the *Coupe des Dames*, and British cars came first, second and third in the up to 2,600 c.c. class (Ford, Ford and Sunbeam Mark III). Finally, a French-entered Aston Martin took third place in the over 2,600 c.c. class. Of the 33 survivors in this event (out of 79 starters), 17 were British; of the 17, nine were unpenalized, winning *Coupes des Alpes*; five were Triumphs.

It is in events such as the Alpine that manufacturers learn most about the performance and durability of their products—not only the car manufacturers themselves but those who supply the components which in such conditions are subjected to the ultimate test—tyres, brake linings and so on. Steering and suspension must be such that a driver can control the car accurately when braking hard on the atrocious surfaces of some of the twisting mountain descents; brakes must not fade under frequent, punishing use.

Apart from the time which, through driving fast, can be made up between controls, there is no time allowance or opportunity to work on the cars, which are impounded in a *parc fermé* at the finish of each day's stage. Reliability, therefore, is of utmost importance. Finally, the cars' overall dimensions must be compact in order to reduce the risk of damage on tight, twisting mountain roads. Only 18 of the 33 finishers were unscathed.

As the account of this year's Alpine in *The Autocar* of July 20 put it: "These cars and drivers had survived the toughest test in the world; it would, perhaps, be salutory if some of the critics of modern cars could see a little more of what the *A.C. de Marseille et Provence* so rightly call '*le Criterium International de la Montagne.*'"

August brought the Liège-Rome-Liège—or, as it was this year, Liège-Zagreb-Liège, the rigours of Yugoslavia's dusty, part-made roads replacing the long, 50 k.p.h. trundle down from the Dolomites to Rome and back again. It is normally a tough event, average speeds being high over the difficult sections; this year Yugoslavia's dust, which had put the entire works team of Renault Dauphines out of the Alpine only a month before, had been added to competitors' difficulties.

Highest placed British-made—though not British-entered—car was the Triumph TR3 of Leidgens and Rousselle, which finished fifth in the general classification and second in its class. Works-entered M.G. A hard-tops finished 14th, 15th and 27th. The Lyndon Sims-Tony Ambrose Aston Martin, which had won the R.A.C. Rally earlier on, had been lying ninth after the Yugoslavian ordeal, but later retired with big-end bearings gone.

Earlier in the year—in April—there had been an entirely different type of event, the Mille Miglia with its 1,000 miles of

Snow on the Alpine: Triumphs were outstandingly successful, winning five Coupes des Alpes and the manufacturers' team prize

Sheila von Damm and Peter Harper take a Sunbeam Rapier through the Mille Miglia; these cars finished second and third in their class

Left: Barker's and Cooke's Standard Ten, a little car in a big event, won the up to 1,000 c.c. class in this year's Alpine

Below: Winner of the Tulip Rally: Raymond and Edward Brookes' little 800 c.c. Austin A.30

PROGRESS BY PROVING . . .

road racing through appalling conditions of fog and rain round the northern half of Italy. Like the Targa Florio and the Tour of Sicily, the Mille Miglia is individual; it is a hark-back to the old days of town-to-town racing over public roads. It has its very fast stretches, as from Ravenna to Pescara, where, in last year's race, Moss' average was 140 m.p.h.; it also has its slow, strenuous, winding sections such as the stretch up from Viterbo over the Futa and Raticosa passes—shrouded in fog this year. Probably because the hot climate melts the tar and allows the gravel and grit to sink below the road surface, sections of the route were made appallingly slippery by the wet conditions.

Though unplaced in the general classification, British cars featured well in the class results. In the up to 2-litre section for sports cars with a basic price limit of 2,000,000 lire, M.G.As came second, third and fifth, with a Triumph TR2 in fourth position. In the over 2-litre class of the same category a Jaguar won, with an Austin-Healey second. In the 1,300-1,600 c.c. section of the special series production class, two Sunbeam Rapiers, on their first international race, came second and third. Finally, in the 1,100-1,500 c.c. sports car class, M.G.As finished fourth, fifth and sixth—beaten only by such well-tried, potent and expensive opposition as Osca, Maserati and Porsche.

Those are the events. Into its comparatively brief duration each packs the stresses and strains of a year or two of ordinary road use. The cars are not one-off specials camouflaged beneath bread-and-butter body shells, or rarified, highly tuned vehicles which would be an embarrassment to take shopping—temperamental, intractable and tricky to drive. They are production cars, carefully prepared, checked, and equipped with whatever gear is necessary for the particular job they have to do. But, basically, they are the cars which, day in and day out, are carrying their owners to work, going shopping, and trundling off to the seaside in high summer.

Above: Yugoslavia's dusty, part-made roads took a heavy toll of cars in this year's Alpine. Here, one of the successful TR3s is seen in a Yugoslav setting; below left: Leslie Griffiths' and Peter Leggat's Austin A.90 was among the strong British entry in Holland's Tulip Rally; below right: The John Cuff-W. Fleuriot Ford Anglia heels over on one of the Mountain Circuit's multitudinous corners at the end of the Monte Carlo Rally

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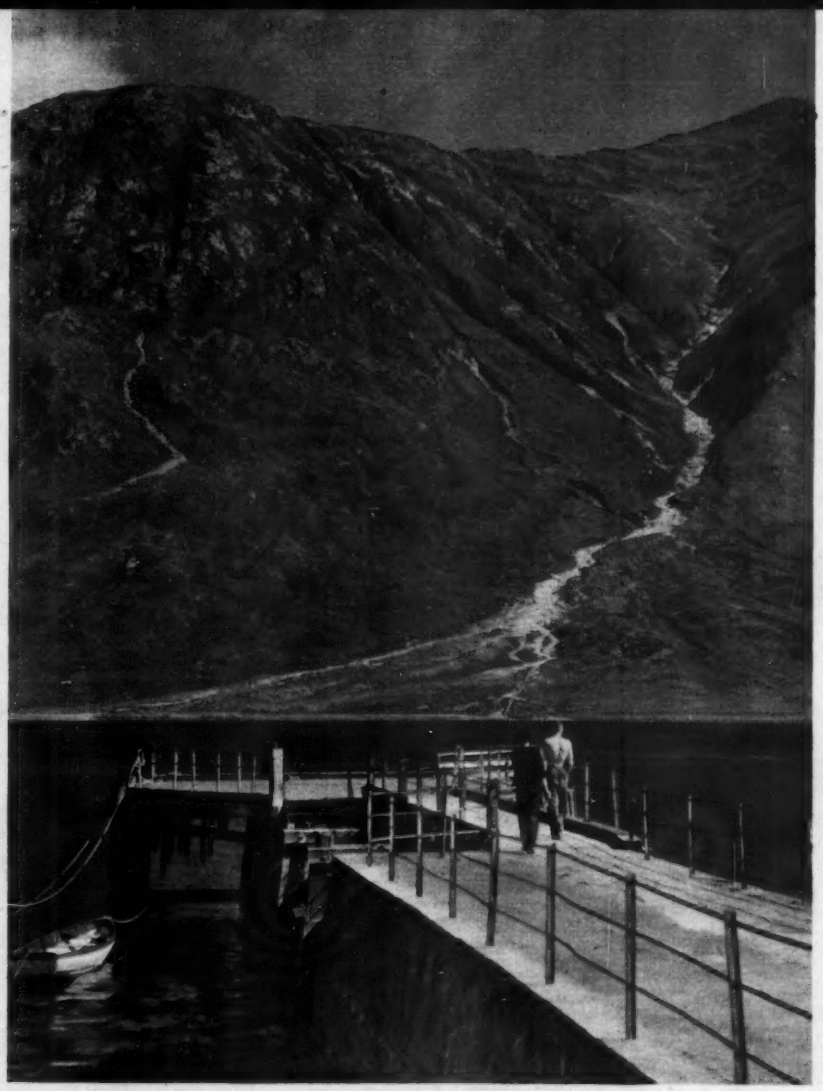


The little pier at the head of Lock Etive—a sea loch which has no roads along its sides

By GLEN ROY

Around Glencoe

Glencoe's surroundings are equally magnificent, but they are seldom visited by hurrying tourists

THE summer visitor to Scotland usually tries to include Glencoe in the itinerary, but too often lack of knowledge results in only the main glen being seen. In many cases if Ballachulish Ferry is used the wonderful circuit of Loch Leven is missed, yet the views from both the south and north side roads along this deep sea-inlet are as fine as anything to be found in Scotland.

Ballachulish Ferry

If the lochside road to the east is taken at the busy Carnoch junction at the foot of Glencoe, the high points of this spectacular route will amaze those who have not tried the roundabout circuit before. Built mainly by 1914-18 prisoners of war, this road is beautifully engineered and gives some outstanding views of the great mass of mountains known as the Mamore Forest. In particular, one viewpoint from the high quarry three miles along the loch shows the "narrows" in this fiord-like cleft, lying far below—a panorama of loch and mountain scenery which is without equal.

All the way along the steep hillside the road dips and climbs, giving fresh prospects of the encircling mountains, until the smoky and surprising industrial centre of Kinlochleven is reached. Here, in a deep, dark valley into which the sun hardly reaches in mid-winter, rail tracks, wharves and close-packed houses huddle at the head of the loch—an outpost of modern industry in this remote, West Highland glen. The aluminium works draw their power from the great Blackwater Reservoir to the east—a vast sheet of water in a lovely mountain valley.

Those who have passed through Glencoe will have seen the notice board at Altnafeadh, before the main glen is entered, showing the start of the mountain path by the "Devil's Staircase," the old military road to Kinlochleven—a grand, five-mile walk on a fine day.

The north side road along Loch Leven is at a low level, and gives magnificent views of the great peaks of Garbh Bheinn (Garven) and the "Pap of Glencoe," that conical guardian of the entrance to the Pass, which towers above the village at

Around Glencoe . . .

Lower Glencoe: the shores of Loch Achtriochtan offer pleasant caravan camping

Loch Etive's salt waters bite deeply into the Glencoe mountains

Bridge of Coe. When the entrance to the Pass comes into view across the water, between Callert and North Ballachulish, the mountain rampart is impressive, with Meall Mor, Aonoch Dubh and the crest of the giant of them all—Bidean nam Bian—showing dark against the southern sky.

To the east behind South Ballachulish is the huge massif of Ben Vair, shutting off the mid-day sun from the shores of the loch. Often cloud-wreathed, this great, dark mountain makes an unforgettable sight from the shore road across the loch, while to the east the view opens up to the wide expanse of Loch Linnhe and the far mountains of Ardgour.

For those who are in a hurry and risk finding no queue at South Ballachulish ferry, the Glencoe drive can be pleasantly varied by taking the old road which breaks off at the lower end of little Loch Achtriochtan. This narrow but pretty route goes by the Clachaig Inn and lovely little artificial lochans, then through tree-shaded stretches to the flower-decked village of Bridge of Coe, rejoining the new road at the Carnoch crossroads.

This attractive by-way will show those who know only the fine, new road through Glencoe what the old road was like; but in those days the surface was far worse and the gradients severe. Traces of the old road, of bitter memory, can still be seen on both sides of the new highway; now it is a grass-grown track, but its little stone culverts are still stout against the winter floods.

Another magnificent piece of scenery which is seldom seen by visitors is the Glen Etive road. This route starts from near the Kingshouse Inn loop-road, when the moor road over the Blackmount nears the majestic peak of Buchaille Etive Mor, the "Great Shepherd of Etive."

Perhaps because it is a cul-de-sac, the Glen Etive road attracts few of the thousands that pour along the Glencoe highway, for there is no road along either side of Loch Etive, and many people dislike having to return over the same ground. In this case the views in both directions on the ten miles of scenery are magnificent and sharply different.

A glance at a map will show that the Glen Etive road runs for part of its length behind the great peaks which are so spectacular a feature of Glencoe, and from this angle these huge, steep-sided mountains are even more impressive than from the usual north-side view.

Height is lost as the glen drops down to sea level by way of Dalness, with the river leaping over its rocky ledges beside the road, and the views to the west are magnificent; looking backwards, the majesty of two huge mountains—Stob na Broige and Stob Dubh—will enchant the stranger. These are the southern peaks of the parallel ridges whose farther ends are called Buchaille Etive Mor and Beag; between them a burn cuts a deep cleft for the rocky path up to the Lairig Gartain—the high pass between their shoulders.

As the end of Loch Etive is approached the scene changes, and hedges of rhododendron spring up beside the road. Ben Starav is the huge black mountain which dominates the view,

Looking up Glen Etive to the mountains which crowd its upper reaches

and down its fissured sides the burns, spouting white water in times of flood, have gouged deep gullies.

The little pier is the only connection for those who wish to go down the loch, a launch plying from Bonawe being the only means of communication. This is one of Scotland's perfect sea-gates, perhaps because isolation has left it unspoiled.

Much of the ground between Dalness and the road end at Kingshouse is the property of the National Trust for Scotland—an area of about twenty square miles held for all time against dispoliation or unsuitable development. Glencoe is the northern limit of this great public area, and the Glen Etive route approximates to the southern one; the region includes the great peaks which are so popular with climbers and hill walkers.

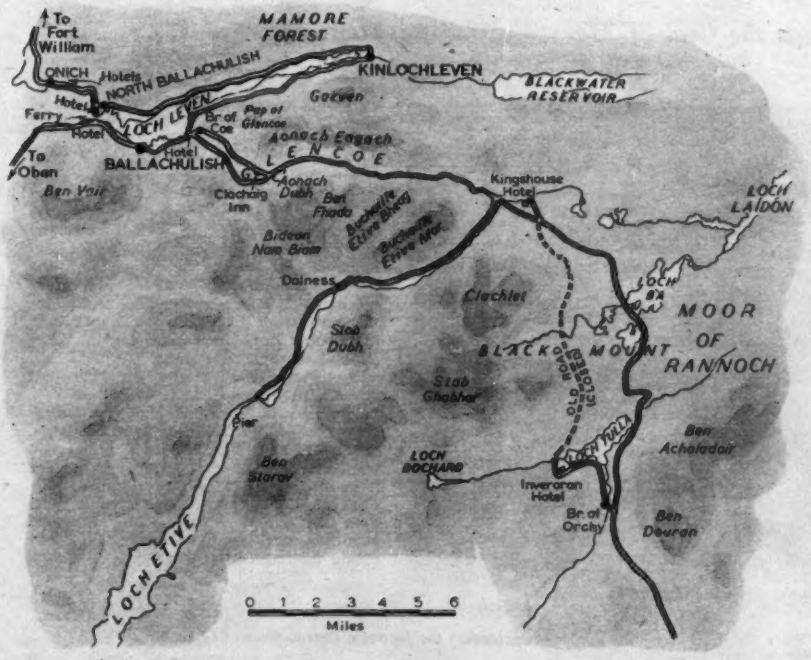
To see these great mountains from a new angle is the reward for following the road to the head of Loch Etive—a narrow way, but well surfaced and equipped with plenty of passing places, though the sparse flow of traffic does not make their use onerous. An hour spent driving to the salt water and back will be a revelation to those who, perhaps, have often passed the sign-post at Kingshouse, but have never ventured to explore this wonder route of mountain scenery.

Another interesting but seldom-explored road is the one which crosses the river at Bridge of Orchy and strikes across the shoulder of the hillside to Inveroran Hotel, at the west end of Loch Tulla. This was part of the old road to Glencoe, which took a higher route over the Blackmount to the west of the present speed track. Though motorists cannot use the whole of this old way across the moor, it is open and quite good as far as the hotel and for a mile farther on to Victoria Bridge, over the big burn which issues from Loch Dochard.

The little hotel is a very popular resort with climbers and fishermen, and here the great shoulders and corries of the Stob Ghabbar massif look like a great wall to the north-west. For those who enjoy an uncrowded region, though close to a main arterial road, this pleasant cul-de-sac is a delightful corner. From it one can explore the great expanse of Rannoch Moor, studded with little, blue lochans and stretching far to the east, to the distant cone of Schiehallion, shimmering beyond the watery network. Rannoch Moor looks, from high ground, to be as much water as land, so confusing are the ramifications of Loch Ba and Loch Laiden and their satellite waters.

A wonderful area, this, in summer or winter; the huge, flat moor spreads like a sea of heather lapping the ring of great mountains that contain it—Clachlet and Stob Ghabbar to the east, the Glencoe peaks to the north, the Ben Achallader range to the south and then a far flatness to the lower hills around Loch Rannoch.

On the fringe of the Moor of Rannoch are Loch Tulla and, beyond, the great snow-covered mass of Blackmount peaks



Gumboots and field glasses are the main items of equipment for enjoying this wondrous prospect of unspoiled Scotland—a fishing rod, perhaps, certainly a camera, and maybe an easel for those who can capture the majesty of nature in paint or pencil.

Most of the peaks are around the 3,400ft level, and nearly all are rugged and distinctive. A one-inch Ordnance Survey map helps strangers to identify the mountains and the myriad lochans. Sheets 54 and 55 will be the most useful, giving the area in great detail, or the Bartholomew half-inch map of Argyll will serve almost as well.

Well enough known to climbers and skiers, this very lovely district is apt to be neglected by Scottish visitors, who are mostly in the course of a long journey to or from the North West and have little time to explore. Having seen the spectacle of Glencoe they may feel that it is unlikely that equally grand scenery is close at hand on the by roads; but if time can be spared, a night or two spent amid the wild bounds of Rannoch will disappoint few who enjoy scenery on the grand scale.

Camping, caravanning or staying at one of the hotels is equally enjoyable. Hotels are at Bridge of Orchy, Inveroran, and Kingshouse, as well as two at the foot of Glencoe; not far off, at Ballachulish Ferry, there is one on each side of the crossing, and also three at Onich, a mile to the north. The usual high-speed blind over the perfect new road, with a gasping pause at the "Study" viewpoint, is not the way properly to see Glencoe and its wonderful surroundings.

Access: From south, via Loch Lomond, Glen Falloch and Tyndrum; or from the east, by Loch Tay and Strathfillan to Tyndrum.

Centres: Bridge of Orchy. Inveroran. Kingshouse, or hotels around the foot of Glencoe and Ballachulish.

Distance to Ballachulish from London 486 miles, Newcastle 240 miles, Glasgow 93 miles, Manchester 376 miles, Cardiff 534 miles, Exeter 613 miles.

Most crowded time is August; the area is delightful in May and June or September and October.

Maps: Ordnance one inch to one mile, sheets 54 and 55.

Zündapp Janus, a versatile German midget with dos-à-dos seating

EUROPEAN CHALLENGE

World Markets the Goal of Many Continental Manufacturers

Seating for six on 600 c.c.—the ingenious Italian Fiat Multipla

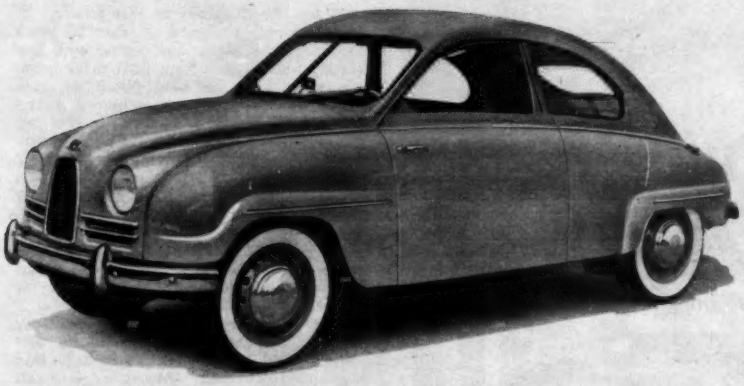
VISITORS to London will have seen many of the cars produced on the European Continent, and can thus judge for themselves how these compare with our own for world markets. At home we can withstand dangerous foreign infiltration by the quota system, as at present—although import duty already makes it difficult for foreign manufacturers to trade competitively on our market.

Our own exporters are faced with similar quotas in many countries, and no limit in others (notably the U.S.A., Canada and Switzerland). But it costs us more than it does, say, a South German maker to deliver a new car to Switzerland; he is closer, and he has no sea to cross. In distant markets—the Near, Middle and Far Easts, South Africa and the Americas—delivery difficulties are common to all, and it becomes a case of the best, or cutest man winning, remembering that attention to after-sales service and spares supply often seems of even more importance than the quality of the original product.

Only European cars are here considered, and the subject of the growing motor industries of Russia, Japan and even India is shelved for a future chronicler. How long it will take any or all of these to become of major significance is difficult to judge, but the potentiality clearly is there. Western Germany has made a quite prodigious recovery from her post-war depression, to become our direct rival for the Blue Riband of the export race.

The popularity of the American car abroad may soon decrease in inverse proportion to its bulk and mechanical complication, but some demand for large, powerful and flamboyantly impressive cars will always exist; only Americans have the capacity and economic conditions to build them. Spain cannot compete on equal terms with imported products, and confines herself to that exotic dilettante, the Pegaso.

Non-European contender: the Japanese Datsun Model 112 Sedan



The 748 c.c. Swedish Saab was designed by aircraft engineers

Here, then, is the opposition, divided into six categories: Miniatures (up to 600 c.c.); small cars (601-1,000 c.c.); medium-small (1,001-1,500 c.c.); medium-sized (1,500-2,600 c.c.); and large (over 2,600 c.c.).

Miniatures (up to 600 c.c.)

This is a rapidly growing market in which British manufacturers have not yet seriously set foot, for we still have no direct competition for the Lloyds, Goggomobils, Maicos, Isettas and Zündapps from Germany, nor for the 2 c.v. Citroen—that French miracle of eating your cake and having it. The relatively inexpensive motor-scooter has done much to oust faster but less weatherproof motor cycles, and to bring personal transport within the reach of a wider public—both socially and numerically. Indications suggest that many of these people might be persuaded, as age and financial resources increase, to graduate to the miniature car, with the greater capacity for passengers and baggage, protection from the elements, and moderate increase in running costs and garage accommodation problems.

These little cars are taken very seriously, and proper standards of design and construction are demanded of them. An adequate performance likewise is expected. They cannot be produced cheaply without large production schedules, and no major British manufacturer has yet considered the rewards of success worth the risk of failure. A recent article in *The Autocar* (*The Dwarfs are on the March*, 14 September, 1956) stated that in Western Germany over 150,000 small Lloyds had been produced by last April. Isettas and Goggomobils had pushed this figure well over the 200,000 mark.

Many German motor cycle makers are planning to produce miniature cars, and already Zündapps are building the Dornier-derived Janus, N.S.U.s are developing one and B.M.W. another. Others by D.K.W. and the Bayerische Auto-Werke are known to be in hand. The existing B.M.W. Isetta is an egg-shaped vehicle powered by a four-stroke single of either 245 or 300 c.c. It sells in its native Italy, and in France, as the Velam Isetta, with detail differences in appearance and powered by a 236 c.c. two-stroke. It carries two adults in quite reasonable comfort, has exceptional brakes, steering and cornering powers, and in four-stroke form is quiet and smooth. No joke, in fact.

The current 293 c.c. Goggomobil is a real Lilliputian car, and has had a remarkable success during its brief existence. Its interior dimensions and layout enable two adults and two children to get about safely at quite a merry speed, and a sporting version with two-seater coupé body has just been introduced at the Frankfurt Motor Cycle Show.

The Messerschmitt cabin scooter has less to offer, but this firm, too, is planning better things. The Zündapp Janus, with dos-à-dos seating for four, is another which squeezes quarts into pint pots. The front-drive Lloyd, like the Goggomobil, is really a small car, and a very workmanlike and dapper one at that. It is produced by a branch of the Carl Borgward group. In Italy, a new Fiat with parallel twin 400 c.c. engine is forecast, and that company's past successes with small cars augur well for the new model.

Are we content to stay out of this market and, if so, are we justified in so doing? Motor cycles are in diminishing demand, and the manufacturers concerned must be considering the question very carefully.

Although the Citroen 2 c.v. is in this category by virtue of its 425 c.c. engine, its carrying capacity and general character really take it up into the next class. One of the bravest gambles in the brief but turbulent history of motoring, it is in such demand in France that there is still a 3½-year delivery delay. Although on sale here and displayed at Earls Court, import duty puts it out of economic reach of many who would appreciate its capabilities. Even a miniature car takes years to develop, and unless someone in this country has already

Small bird from Germany: the sporting 200 c.c. Spatz (Sparrow)

The 845 c.c. Renault Dauphine—an export hope for France

Gallic prodigy: the remarkable 850 c.c. Dyna Panhard six-seater

EUROPEAN CHALLENGE . . .

Porsche Carrera from Germany, for speed on a shoestring

embarked on such a project, we shall not see one for some time to come.

601-1,000 c.c.

This is perhaps the most significant class, embracing the smallest and cheapest of the real cars. Although raised standards of living throughout the world are introducing more and more people to car ownership, initial cost and running expenses also have risen, and fuel consumption is becoming increasingly important. Modern engineering and fuel technology have made possible small, high-efficiency engines able to work hard throughout a long life, resulting in a succession of such meritorious designs as to seduce many motorists from the next class up.

At the lower end of the scale are two gems from Italy and France—the 633 c.c. Fiat 600 and Renault 4 c.v.—which have the smallest current conventional engines (four cylinder, o.h.v., water-cooled). Each has engine and transmission rear-mounted, independent suspension front and rear, and seating for four. In Switzerland both cars cost the same.

We produce nothing comparable, our closest approach being the Standard Eight, the smallest Austin and Morris now having considerably larger engines than even the Renault Dauphine.

It seems only fair to bring the 1,192 c.c. Volkswagen down from the over-1,000 c.c. class for the purposes of this article. It was, after all, designed at least 20 years ago, in days when a lazy engine with low b.m.e.p., allied to a high final drive gearing, spelt long life and reliability, and when high efficiency was achieved at the sacrifice of both those factors. In size and purpose the V.W. matches with the post-war under-1,000s, and competes directly against them. Perhaps its closest rival is the Renault Dauphine, which has a considerably smaller engine (845 c.c.) developing less power, but weighs less and performs at least as well. It also has four doors, greater luggage space and more constant road-holding characteristics at light and full loads.

The VW benefits over the Renault in extreme climates by virtue of its air-cooling, and has also a particularly fine four-speed gear box. Moreover, one can be sure that Wolfsburg has a few tricks in store for a future date, when the present VW must find itself outdated.

That superb VW Karmann-Ghia coupé sells increasingly well in the U.S.A., but would benefit from extra power.

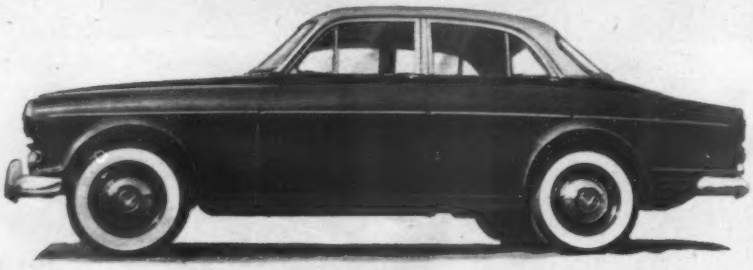
The French Panhard, that remarkable six-seater drawing 42 b.h.p. from a two-cylinder, air-cooled engine of only 850 c.c., is at present too costly to compete with Dauphine and VW on equal terms. The new association of Panhard with Citroen (and thus with the Michelin tyre enterprise) will bring about a considerable production increase, which may in turn enable the price to be greatly reduced.

Current suggestions of a possible amalgamation between the Auto Union, Daimler-Benz and B.M.W. concerns, if true, are disquieting, and it would be a pity if these three great factories were to lose their individuality. But this might well result in greater production of the clever 896 c.c. two-stroke three-cylinder D.K.W. A full five-seater, it has a very adequate performance, as shown more than once in production car races at Silverstone. Its engine has the bare minimum of moving parts, and the new 40 to 1 petrol-oil mixture recommended means longer periods between decokes.

It is significant that so many successful designs vary so much in basic features—type of engine (two- or four-stroke), air and water cooling, number of cylinders, position of engine in the chassis. Each has its pros and cons, but many snags have been either eliminated or reduced to negligible proportions, and it will be interesting to watch future developments. Has the two-stroke neared its zenith in terms of power output and specific fuel consumption? Might air-cooling gain ground amongst larger power units? Where *is* the best place for the engine? In no other class is there so much healthy competition to answer these questions.

The Saab, made by a Swedish aircraft builder, is clearly indebted to D.K.W. for its 748 c.c. three-cylinder, two-stroke engine. It has a forward engine mounting and transmission—also D.K.W. practice—but the standard of finish could be better. It has, however, the essentials demanded by the Swedes—a sturdy construction, safe handling, a reasonable road performance and a powerful heating system. The Saab company has under development an open sports car with increased engine capacity, to be known as the Sonett.

Two more Italians qualify for this class—the compact Fiat 1100 and the charming but expensive Lancia Appia, costing nearly half as much again as the Fiat. Layout of the Fiat is entirely conventional, with a straightforward pushrod o.h.v. engine, robust enough to withstand con-



A new line from Sweden: the tough 1,100 c.c. Volvo Amazon

Classic beauty from Italy: the Alfa-Romeo Giulietta Sprint Spyder

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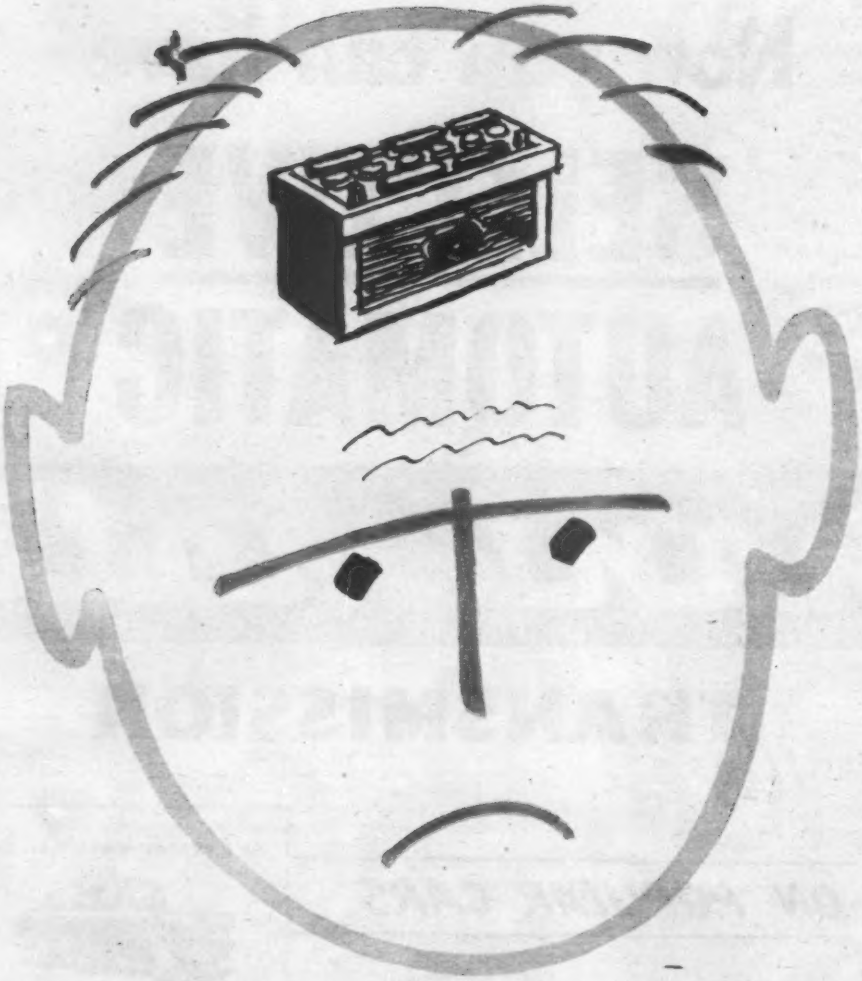

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EUROPEAN CHALLENGE . . .

The Mercedes 220S six-seater can travel far and fast

From Italy's largest factory: the Fiat 1900 Gran Luce

siderable tuning. Like most Italians, the car has a trim figure with no overhang and wheels as near the corners as possible. Previous Fiat 1100s were excellent mechanically, but rather delicate; the current model is a notable improvement.

The smallest Lancia has a very narrow angle (10 degrees) V-four engine with a crankshaft so short as to require only two main bearings. A recent boost in power output has given it a similar performance to the old Aprilia, but whereas the Aprilia cost only £298 in the U.K. in 1937, the Appia costs over 5½ times that figure. The Fiat 1100 now costs nearly 4½ times its 1938 price. The Borgward group's Goliaths, with alternative 688 c.c. and 886 c.c. two-stroke two-cylinder engines, are similar in appearance to the Borgward Isabella. The larger has fuel injection, and both have front-wheel drive and rigid rear axles. The East German A.W.E. Wartburg (900 c.c., three-cylinder two-stroke) and A.W.Z. P70, Zwickau (690 c.c., two-cylinder two-stroke) will not progress much unless they can be sold very cheaply, to conform with their standards of finish and trim.

1,101-1,500 c.c.

In this category are the Alfa-Romeo Giulietta and Fiat 1400 (Italy), Borgward Isabella, Ford Taunus, Opel Olympia and Rekord, and Porsche (Germany), Peugeot 203 and 403, Simca Aronde (France), Volvo (Sweden), and Skoda (Czechoslovakia). The 1,290 c.c. Giulietta is sold as a four-door family saloon as well as in more sporting guises. It is the smallest and cheapest Continental with twin overhead camshaft engine, but might benefit from more enterprising rear suspension. It competes financially with the smaller-engined Lancia Appia, than which it sells a little more dearly in both the U.K. and Switzerland.

The Fiat 1400 is a thoroughly conventional family car costing the same in Switzerland as the Lancia Appia and Borgward Isabella. The last-named has acquired an excellent reputation on all important scores, but regrettably cannot be bought in four-door form.

The specification includes independent swing-axle rear suspension. The small Opels likewise have only two doors, and are typical G.M. Products, with American standards of suspension and a sturdy four-cylinder, o.h.v. engine of pre-war design. They are cheap, reliable and backed by a world-wide service and repair organization.

The 1,290 c.c. Peugeot 203, in production since 1948, has a good reputation in rough and tough countries such as Australia and South Africa. Its short-stroke, four-cylinder engine uses inclined valves in hemispherical combustion chambers, but is deliberately restricted in power output for long life. Anti-corrosive treatment of the integral body and chassis structure during manufacture would add to its longevity. The 403 follows the same pattern mechanically, but the larger engine has an improved induction tract, and the body is more commodious. The 403 is now produced in larger numbers that the 203, but Peugeots are not made in such quantities as Simcas, Renaults and Citroens.

The Simca Aronde, Fiat-based, is a compact and energetic car, and the Simca company has made great progress with this and the Ford-based 2.35-litre Vedettes. The basic Aronde costs about the same as the 203 Peugeot.

Volvo production in Sweden rises steadily, and the new 1,400 c.c. Amazon marks a great improvement in appearance on its predecessor. It is a robust car, well suited to extremes of both climate and road surface. The Czechoslovakian Skoda has more to be said for its mechanical

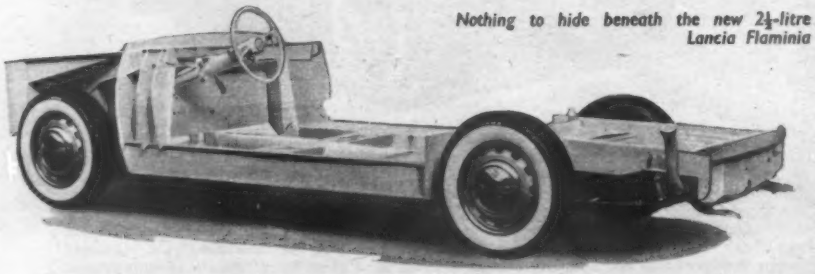
Substantial German fräulein: Carl Borgward's 1,500 c.c. Isabella

French for fresh air and fun: the Peugeot 403 convertible

EUROPEAN CHALLENGE . . .

Mechanical masterpiece from Modena: the Ferrari 250 Gran Turismo

Lady of Spain—the exotic V-eight Pegaso from Barcelona



Nothing to hide beneath the new 2½-litre Lancia Flaminia

composition than for its beauty or finish. It is made in two sizes—the 440 (1,089 c.c.) and the 1200 (1,221 c.c.), with two- and four-door bodywork respectively. The 440 sells in Switzerland at about the same price as the Standard Ten.

Porsche cars are not mass produced, and their major effect on world markets is psychological—in gaining *kudos* for the reborn German industry. In Switzerland the 1600 costs the same as a Rover 75, or an Austin-Healey with hardtop. They perform splendidly, are economical and very well made, but have the restriction of seating only two in comfort.

The Austrian WD (Denzel) is another VW-based car, similar to the Porsche, and both makers list several engine sizes. Competition versions of the Porsche—Carrera coupé, Spyder and Rennsport—have carried off many successes with appropriate prestige benefits.

1,601-2,000 c.c.

Three different sizes of Mercedes are in this group—the 180 and the 180 diesel, the 190 and 220S. They have a world-wide reputation much boosted by racing successes, and are sturdy, refined, powerful and comfortable. The family models are entirely conventional, but the 190SL, a sporting two-seater in convertible or hardtop guise, is similar in outline to the 300SL coupé. The 1,767 c.c. 180 still has side valves, the diesel has pushrod o.h.v. and all other Mercedes engines have single overhead camshafts.

All have independent rear wheel suspension and are equally well suited to rough country and high-speed *autobahnen*. In Switzerland the 180 saloon costs a little more than a Humber Hawk or Rover 60, and the 220 the same as a 2.4 Jaguar.

The Borgward Hansa 2400 is still a relatively rare bird. It is a straightforward 100 m.p.h., 4-door saloon, with 100 b.h.p., 6-cylinder, pushrod o.h.v. engine. An automatic (Hansamatic) drive is optional. The Opel Kapitän is a 6-seater on American lines, and plays a similar rôle to that of the British Ford Zephyr, with which it is comparably priced. The 6-cylinder 501 B.M.W. (also available with 2.6-litre V-eight engine) has a relatively long-stroke 2-litre engine to pull six passengers in more than average comfort, but in V-eight form it becomes a 100 m.p.h. car, mechanically unobtrusive and smooth to a degree. The more luxurious 502 is fitted with either 2.6- or 3.2-litre V-eight engine. Sucessful design and production of these 8-cylinder engines places the B.M.W. concern in a favourable position for the time when the European manufacturers will inevitably follow the current American fashion for engines of this type.

Italy's Fiat and Alfa 1900s are 4-cylinder cars on similar, classic lines. The Alfa is much more expensive, costing more than a 2.4 Jaguar, and the Fiat compares in price with the Humber Hawk and the Grand Pavois luxury version of the Renault Frégate. The last-named is a typical French family car with large, 4-cylinder engine and effective all-independent suspension system for dealing with bad surfaces. It is conventional in general layout, rugged in character and construction, and very handsome to look upon.

The futuristic Citroen DS19 and its simplified equivalent, the ID19, have yet to leave their homeland in any numbers, but their impact on overseas markets must be great if they prove reliable in extended service. It would have been appropriate for the Italian Lancia concern, much given to unorthodoxy, to have produced a direct rival in the new Flaminia, but this new model, as yet unpriced, would appear to be a high-quality vehicle, and consequently expensive. Although quality is a fine virtue, many keen motorists regret that they are now denied the fun of running a Lancia, and feel that the Aprilia was good enough for them.

Three specialist French builders, Talbot, Salmson and Gregoire, complete the French picture except for a small corner occupied by the Chrysler-engined Facel-Vega. A tax of £100 on cars above a certain rating has ousted all others of over 2½ litres. Technically, but not commercially significant, is the latest version of the rear-engined V-eight Tatra, an intriguing 2.6-litre car at present reserved for Czechoslovakian V.I.P.s.

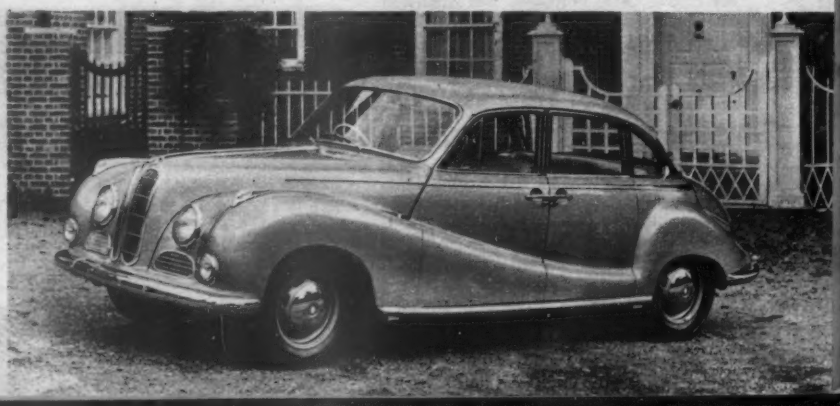
Over 2,600 c.c.

Relatively large-scale production in this class is confined to the B.M.W. and Mercedes from Germany, since the rarefied Ferrari (in 2- to 4.9-litre versions) and Maserati (1½ to 3 litres) products from Italy and the Pegaso (3.2 to 4.4 litres) from Spain are made in insufficient numbers to have much effect on overseas markets. At Paris a new four-door model Facel-Vega of imposing appearance made its debut. It sells in France more cheaply than equivalent American importations, is pleasingly finished and credited with excellent road manners.

The 3.2-litre B.M.W. Type 502 has been mentioned already in connection with the 2.6-litre car. The larger engine also powers the 503 coupé and convertible, open and closed versions of the more sporting 507, and the large 505 Pullman seven-seater. In Switzerland the 502 sells for a fraction more than the Sapphire 346, considerably more than the Mark VII Jaguar. It is, however, somewhat cheaper than the Mercedes 300 saloon, and is selling very well in Germany.

The 3-litre Mercedes range comprises the very handsome saloon mentioned above (with optional automatic transmission), supplementary coupé and convertible variations, as well as the rapid 200 SL two-seater coupé. In this form it is able, in Switzerland, to be sold more cheaply than the Aston-Martin DB2-4, Austin Princess and B.M.W.s Type 503 and 507.

B.M.W. 3.2-litre V-eight, the largest German car in production



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Disconnected Jottings

BY THE SCRIBE
Barry Appleby drawings

Time for Reading

CAR radio is of long standing, and a few individuals have fitted television for their passengers—or for themselves, when stationary. I wish now that we could go a stage further, for the busy man has little time these days for reading.

I visualize libraries of books expertly read on to wire or tape. In the car is a device to play back the reading as you drive, and if the book is finished while you are away from home, you get it changed at the local branch library. For those who enjoy reading there are few things more frustrating than having little or no opportunity to put their feet up with the latest best seller, or an old favourite, for any length of time. The thought arises from the small tape recorder for executives, fitted to cars on a coachbuilder's stand at Earls Court.

Female of the Species

WITH autumn's first morning chill and mist, I welcome the school signs with their cheerful flaming torches. They remind me, at a rather dim and humourless time of day, to take care as I drive past the various schools between home and office.

It is not, of course, the squealing kids whom I must look out for; they know their kerb drill and road rules well enough. What is more, they are bright and quick-sighted at 8.45 and earlier. No, it is the mothers who deliver them by car to "superior establishments" of whom I need a regular reminder, with their miscellaneous offspring to rush to the gates before the bell for prayers sounds.

They stop and start without sign or signal and park or double-park at all angles. Doors are flung open on both sides and apprehensive children are shoo-ed or jerked through the *mêlée* around the school gate. If it is raining, the situation is, if possible, worse.

Rough side of her tongue

Baleful, Male Out

NEVER, however, speak to a mother-driver at such times. Well-meaning words such as "Excuse me, madam, your car is parked diagonally across the crown of the road, and I personally saw your attractive little daughter enter the school gates some moments ago, so could you move on a little and allow the line of traffic to proceed?" will receive an unexpected response. She will fly at you like a lioness. You will experience the rough side of her tongue (and furry felines have very rough tongues). With unarguable logic she will say "Don't you dare say anything about my Clarisse, poor little thing—and you a great man. You motorists are the scourge of the roads. No wonder we have such accidents. You ought to have the police after you. I have as much right as you and my husband. . . ."

The traffic thickens behind. Perhaps my car might be fitted with an ejector seat.

Vast red efforts

Signals (Informal)

WITHOUT wanting to stir up the dead controversy between winker signals and semaphore arms, for the needs of the export markets settled that long ago, I have two regrets for the bygone semaphore.

You could give it little flicks after passing somebody, to indicate that he had left his signal arm sticking out. In London you could use the same little flicks to indicate to followers and neighbours in the traffic mass that you did not propose to turn sharply across their bows, but that your general ambition was to work your way over to one side or other. In other words, you could give half-signals with semaphore arms. The winker is uncompromising.

In London, the superiority of the amber ear midway along the roof, compared with the lights low down on the bow and stern, is pretty obvious. However, taxis, and old cars converted, seem to be its only exponents.

I hate those vast red efforts on sterns, and wish their owners would take them off and transfer them to toast-making duties on the breakfast table.

Warnings

MOTORISTS of the discerning sort notice that as things are added to cars, other things are quietly withdrawn. One of the design people the other day mentioned to me the oil pressure warning light. Is it of real use or interest to the motorist? I do not know. Probably, they are often ignored.

They do warn the owner of a shortage of oil in the sump. But at that stage, when oil is so low that the pump cannot pick any up, it may be rather too late. If the light was a warning of the *level*, it would come on earlier. I do not think a *pressure* warning so valuable, in these days of oil galleries incorporated in the castings and forgings. In the old days of oil piping, which might fatigue and fracture with vibration, it was different.

A complete oil pressure gauge, with a facia dial, calibrated in pounds, is nice for the expert. It tells him much about the viscosity of his oil, and the degree of bearing wear and escape of oil pressure. At least, it does if the take-off is at the end of the lubrication system. If it is at the pump end of the main gallery, it merely records that the pump has not broken.

At the Show, Lucas introduced tell-tale facia lights for stop lamps. They must feel that these filaments may be out of action for a long time without the owner realizing it, unless he has a warning. Of course, if one wants to check these lamps, it can be done with the ammeter, which will register their extra current consumption.

A difficulty with all tell-tale lamps is that if they are bright enough to be seen in sunshine, they are too bright at night.

Distraction of attention

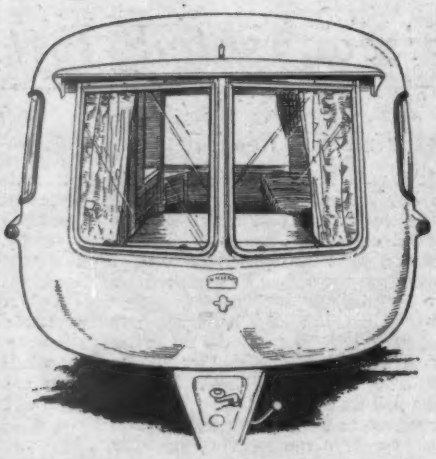
Service Indeed

THE reason he had not quite stopped at the Halt sign, wrote the motorist to the —— Association, was the distraction of his attention by a most noble and elaborate old inn. Would they please represent him by a solicitor at the court?

In due course, the association reported to him that he had been fined five shillings, and enclosed three pages of information on the inn, which had historic associations with the Bloody Assizes; with directions and recommended route for getting there.

This was some years ago. I doubt that they can still keep fines down to five shillings, but I hope the supply of full scenic and historic details of the scene of one's crime are still supplied.

Comforts in the Carlight Caribbean—the installed radio set and cocktail cabinet. The small cupboards contain bottles



In their plastics-built Vogue, Willerbys have taken great care to preserve a generous "see through"

PLASTIC SHELLS : IMPROVED FINISH : LIGHTER CONSTRUCTION LOWER WINDOWS

By John Yoxall

In and Out of the CARAVANS

FOR many years now all the caravans shown at Earls Court have represented good value for money. This year it is even more so—finish in every case is improved, and there are a number of innovations.

Last year there were a few rather nervous attempts to use polyester resin/glass fibre either as the main constructional material, or for various bits and pieces. Generally speaking, however, the new material was used in an attempt to produce vans which looked like those built on orthodox lines.

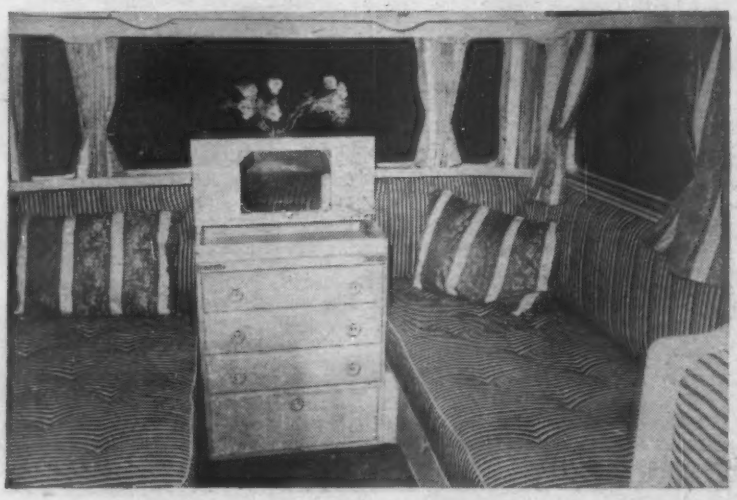
This year, manufacturers showing glass fibre vans have designed both shape and styling for the new material, and very successful they have been—notably Willerby, with their Vogue and Freeman with the Leveret. The material lends itself splendidly to caravan construction, and the flowing lines of the new vans will look well behind modern cars.

Those constructors who adhere to traditional materials all appear rather shy and inclined "to let the other fellow burn his fingers." Well, either side could be right, but it seems, on the face of it, that a material which is easily moulded to double curvatures, has good insulation properties, is completely inert and—most important of all—is unaffected by prolonged exposure to the weather, must be seriously considered for van construction.

At last there is a tendency for the designers to consider the purchaser, not only as a caravan owner but also as a driver, wanting to see in his car mirror what and who is behind him on the road. Modern cars get lower and lower, lighter and lighter and more and more unsuitable for caravan towing. Van manufacturers would do well to bear these facts in mind, or they will find themselves producing vans suitable only for non-existent cars.

In this respect, too, it is disappointing to see so little attempt at improving the undergear. Nearly every van still has short-leafed, semi-elliptic springs with no dampers. Only one manufacturer incorporates true independent wishbone suspension—and that on one of the cheapest caravans at the show.

We have heard a good deal concerning too much window space weakening the structure, and providing areas of poor insulation on chilly evenings. The first criticism is just not true in any well-made van, and the latter can be fairly well overcome by fitting substantial curtains, braced top and bottom to trap the air between them and the window proper. Almost without exception the vans at Earls Court have increased window area this year—and more pleasing and lighter they are.



Vanity drawer and mirror in the Siddall Hunters Moon

For more years than one cares to remember double-surfaced doors on wardrobes have had to do extra duty as partitions to divide the vans into two rooms at night. This left an open wardrobe gaping at one side or the other; sometimes a curtain was used to hide the clothes.

In the caravans at the show this year there is a distinct tendency to fit either draw-to doors, or concertina doors emerging from one side. On one van a curtain on rails serves the same purpose efficiently and without waste of either space or weight. The draw-to doors are inclined to "waist" a van.

Another welcome feature this year is the number of vans on which the draw-bars have been tidied up and enclosed. This is the case even on some of the cheaper vans, but of course it is seen at its best on those in the quality class. At least one manufacturer has fitted very smoothly fitting, glass fibre covers.

A mark of the popularity of continental caravanning is the fitting in all but the very smallest vans of interior toilet accommodation. Until British caravanners learnt the French art of staying in town squares when abroad, very few of our vans had this provision.

Stable doors—those which are divided horizontally, to be used either fully or half open—are rather more numerous this year.

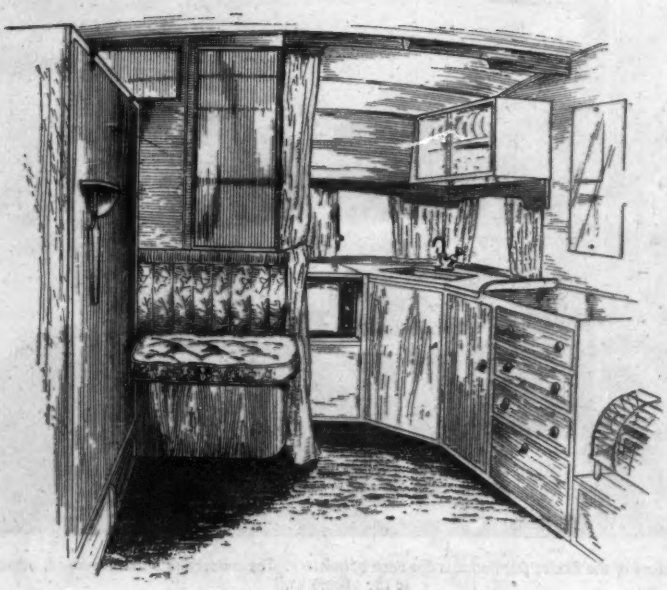
End kitchens are not so much the fashion as they were a year or two back. Some think that the heavy weight of the kitchen at the rear is conducive to instability while in tow. This, however, is likely to be more pronounced on a small van than a large one, because in the latter case stability can be re-established by moving the axle aft. There are examples of both sorts at Earls Court, and one or two cases where the kitchen is at the draw-bar end.

Having the kitchen at the front solves the problem of pitch, but it may mean that, to keep the nose weight within reasonable proportions, the axle is too far forward. It is to be remembered, too, that when a caravan with a front kitchen is sited with the near side door on the lee-side of the prevailing south-west wind, the kitchen will be at the warm end, getting all the sunshine, while the table will be at the cool end. This is particularly the case where the end of the van opens with an awning at the rear. There are some examples of this arrangement at the show, and it seems a pity that the opening cannot be at the front.

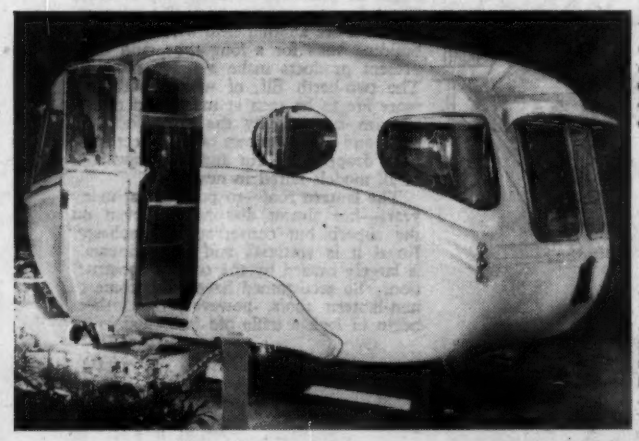
Of course, even if the difficulty of getting the draw bar out of the way were surmounted, front-end opening would be a fruitful source of leaks while towing in rain. It is good to see that more constructors are fitting channels of the Pulard type as standard. Many owners after purchase feel that they would like to fit an awning and when the channel is already in existence, this is easier.

The new lighting regulations for caravans came into force on the first of this month and all the vans at Earls Court comply.

A final item of general interest concerns lightness. Quite a number of the vans on display are within or very near the magic figure of one cwt for each foot of caravan body. Some are well within it but, quite obviously, if the buyer wants a lot of finely-built furniture in his van—and there are some beautiful examples of the cabinet-makers' craft on show—then

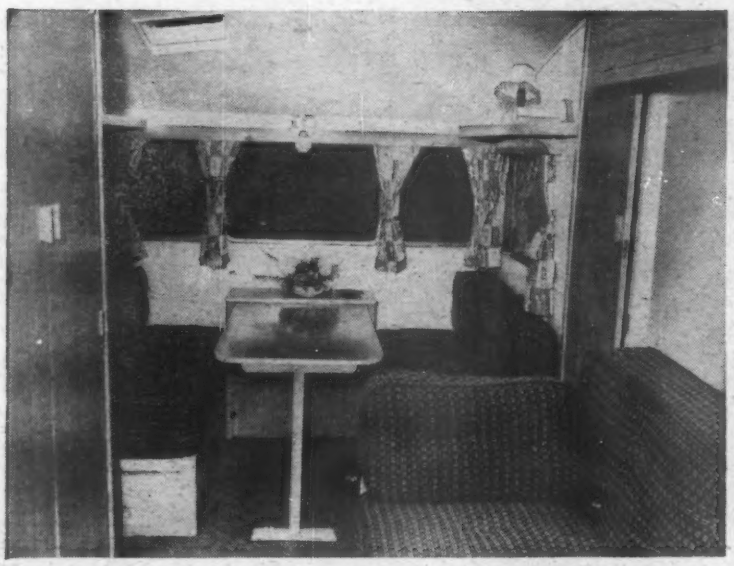


The "business" end of the Beverley Debonair gives a feeling of both comfort and efficiency



The three-quarter rear aspect shows to advantage the elegant lines and deep rear windows of the Willerby Vogue

Although styled to take full advantage of resin-bonded glass fibre as a constructional material, the Leveret is still essentially Freeman in outline



A feature of the Eccles Dominant is the deep upholstery. The concertina partition door is attached to the offside wall

The Caravans . . .

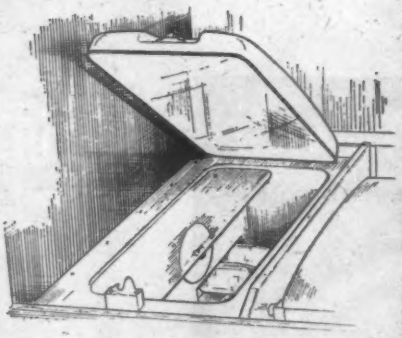
he must be prepared to tow considerable extra weight. With the tendency for cars available for towing to become both lighter and more powerful, a point must eventually be reached at which some weight will have to be shed by caravan designers.

Visiting the individual stands in the caravan section at Earls Court, one is immediately struck by the tremendous variety available to the prospective purchaser. This is typified on the Eccles stand, where there are sizes to meet every demand, from 10ft to 20ft in body length. Eccles, who are one of our oldest manufacturers, have returned in part to their old scheme of identifying their vans by a number indicating the body length in feet. For instance, their new E.10 is a delightful little 10ft 3-berth, which should become very popular in the vast market provided by one-child families owning a small car of about 1,000 c.c.

Of particular interest on this stand, too, is the Dominant, which can be considered as the modern edition of the famous Alert, more of which are to be seen at rallies than perhaps any other type. In common with all other Eccles models the Dominant has an aluminium roof in replacement of the canvas variety, and the partition is now a concertina door attached to the offside wall.

Two splendid examples of the use of plastics for the complete body shell are to be seen on the Willerby and Freeman stands. Each has its points. The Willerby Vogue, as it is named, has flowing lines and shapely windows, and great care has been taken to provide an excellent "see-through." The interior wall is a second shell of the same resin-fibre glass material of which the exterior is made, and adds considerably to the strength. From the small size of the roof locker doors quite a false impression is obtained of the space available—it is, in fact, enormous.

The Freeman Leveret has a body length of 13ft 6in, and can be had with either two or four berths. The lines could be called semi-orthodox, but the van is very handsome. Five mouldings go to make the shell, but there is no sign of where the joins have been bonded together. The inside of the Leveret is a delicate confection of limed African samba wood with dark red upholstery. The kitchen is in front.



The ice box in the Siddall Torbay, made almost entirely of resin-bond glass fibre. The moulded barrier across the front is to prevent the heavier cold air from escaping when the door is opened

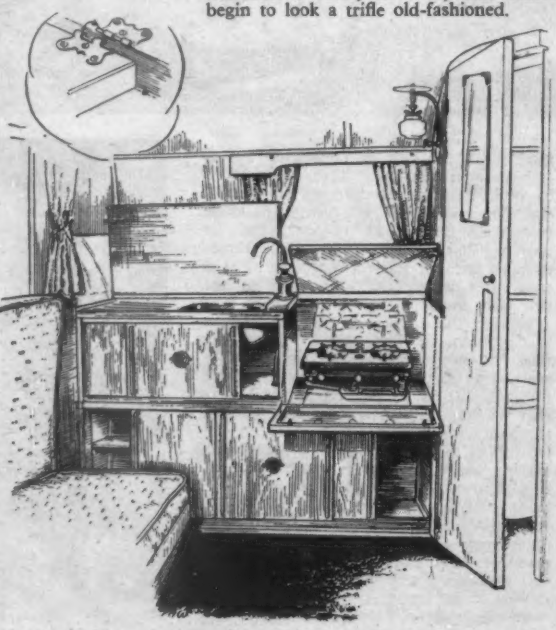
Also using plastics extensively, but not for complete shells, are the two Gloucester firms of Cheltenham and Siddall. For some time Cheltenhams have had plastic roofs and fronts, with roof lights extending the full width of the body. This enabled the same moulds to be used, irrespective of the van length, the gap being varied for each different van. Siddalls also have resin-glass fibre roofs, and are also using this material for such details as roof-light surrounds, wheel boxes, valances and bays—in fact, it is being found to be an ideal material where double curvatures are required.

Cheltenhams retain their characteristic shape, plus bay windows, and Siddalls, to improve the see-through, have lowered the body of the Hunters Moon by some 3½in. The Winchester Pipit, too, has had its windows lowered 2in for the same purpose. Those familiar with the outlines of this winner of last year's Road Rally will also notice a slight lowering of the roof at each end, in order to provide better streamlining.

In the Silverknight, Mr. Dawrey has sacrificed much on the altar of æstheticism, and the result appears to be a not very practical van. One feels that if he could be tied to particular conditions and measurements then a remarkable van might be produced—but the one at Earls Court does not seem to be in this category.

Ensors are another firm who have been building vans for a long time, and their present products make a brave showing. The two-berth Elf, of which more and more are to be seen at meets and rallies, remains substantially the same, but the front and rear windows of the Elect have been dropped by 2in and the draw bars of all models faired in neatly.

The lantern roof—so popular for many years—has almost disappeared; even on the superb but conservative Winchester Royal it is vestigial, and discontinuance is largely caused by the cost of construction. So accustomed have we become to non-lantern roofs, however, that others begin to look a trifle old-fashioned.



With sliding door cupboards below the sink and stove, everything is to hand for cooking in the Ensor Elect. By means of a hook hinge (shown in detail) the sink cover can be detached and used as a working top

DUNLOP

Road Speed tyres,

wheels and

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are specified,

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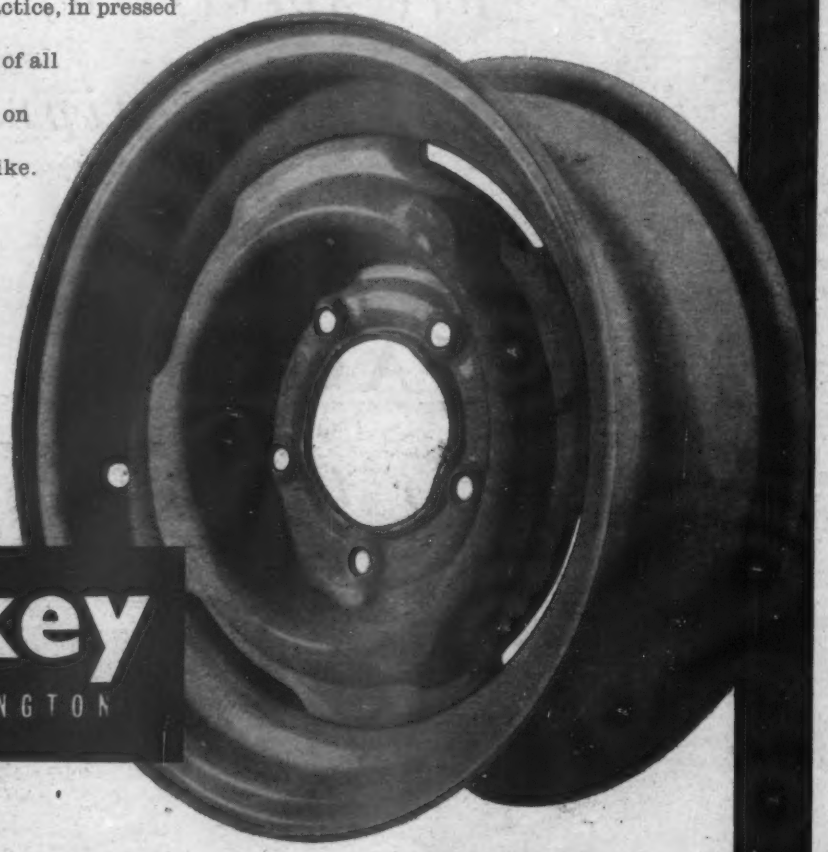
The wheel of progress

Every day some 12,000 wheels set out from the Sankey works at Wellington. On British motor cars and commercial vehicles they travel the world — and with them go Sankey chassis frames, panels and other components. That is one measure of Sankey service to the motor industry. But there is another. Progress is perhaps implicit in an organisation which is now the biggest producer of vehicle wheels in Europe, and the largest manufacturer of chassis frames in the United Kingdom. Look back fifty years. We were developing and pioneering the pressed steel wheel. Look back five. We were the first to produce the wide base rim. Progress is our policy, and we have the means to put it into practice, in pressed and welded components of all kinds, for any industry, on as large a scale as you like.



Sankey
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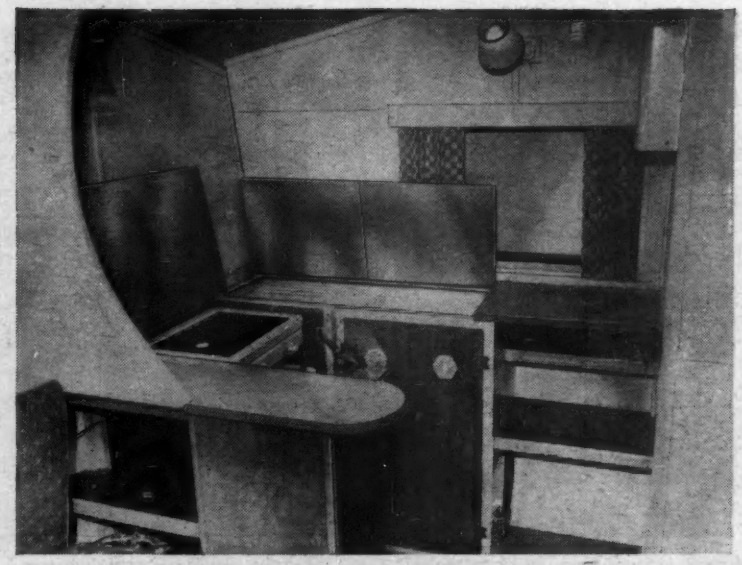
The Caravans . . .

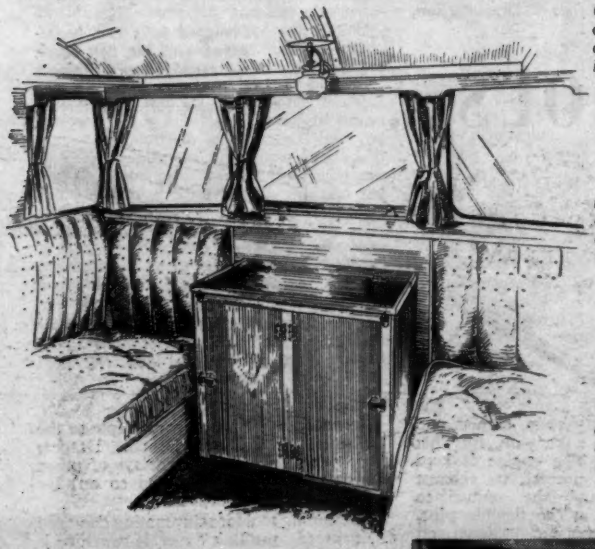
The same might almost be said of the outlines of the Beverley vans, but here again the vans are both efficient and elegant, and they enclose very homely comfort. One would like, however, to see just a trifle more clearance between the tyre and the wheel arch of the Debonair.

Improvement in finish is apparent on many of the caravans, but nowhere more than on the Thomson stand. These robust and excellent examples of Scottish workmanship have been smartened up, and have lost any appearance of provincialism. For a straight-forward, medium-priced four-berth with a complete absence of gimmicks or folding devices, the Thomson Glenalmond would be difficult to beat.

On the subject of good value as distinct from actual sums involved, those whose pockets are not as deep as they might be will find what they want in the Marston range, especially if only a little touring is contemplated. Not a lot of fine woodwork may be evident, but inspection will show every external moulding to be screwed, not nailed, in position.



Convenience for the cook. The stove, sink, cupboards and working tops in the Marston Scout



Pelmets, a bay window and a double cupboard now grace the front of the Thomson Almond

This bed in the Rollalong Stratus III disappears during the day into the wall under the TV set

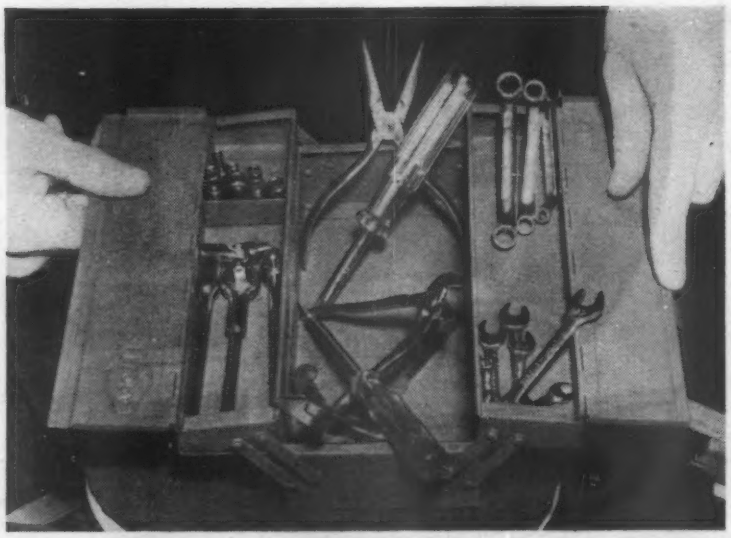
For the man who wants luxury and size on wheels, there are at Earls Court a number to select from, and each has its points. Pascalls, for instance, are showing a more or less standard version of their Panther, but almost every van turned out by them has a different interior layout, and an album is kept showing this variety of designs available, to aid customers in deciding what furnishing is wanted and where.

As the modern equivalent of the pre-war country cottage, the Rollalong Stratus III is almost ideal. Particularly interesting is the 2ft 3in bed, which slides away under the television cabinet during the day, and while in that position covers the bath. No room is wasted.

Unfamiliar on the Fairholme stand are the old favourites now in grey and blue instead of the green and gold which has distinguished them for so long. The new colours appear a trifle washy but doubtless those preferring the old colours can still have them. A newcomer on this stand is the four-berth, 15ft Limelight.

New on the Paladin stand is the 14ft Dolphin, which is a slightly larger version of the well-known Corsaire. Despite veneer panelling up to the ceiling, Paladins have managed to keep the weight down to 13½ cwt, which makes it eminently mobile behind a car of medium power and weight. In roughly the same mobile class, too, is the Alperson 14, which, readers will remember, was subjected to would-be destruction tests on the M.I.R.A. testing ground and refused to succumb.

As a final visit to a round of the caravan stands, a call was made at Carlights, to find they are prescribing the same medicine as before. They find that their three vans—Colonial, Continental and Caribbean—meet the requirements of their customers. Certainly it is difficult to see how they could be greatly improved in either comfort or quality. A small refinement is the fitting of a Minimain gas water heater. It is a tiny flash boiler designed for continuous flow; Carlights have modified it in such a way that all water is pumped through the boiler, but the gas is lighted only if hot water is required.



A small, imported Elora tool kit containing B.A. sockets, ratchet wrench and extensions, open-ended and ring spanners, gland nut and thin-nosed pliers, screwdrivers and files (B. Draper & Son, Stand 502)

GIVEN THE TOOLS . . .

AN OWNER-DRIVER MECHANIC COMBS THE GALLERY

IF you are anything of an amateur engineer, you will get as much enjoyment from gazing at tools and gadgets you cannot afford, as will the keen Ford Popular owner covetously examining the Frazer-Nash Continental chassis or a James Young Bentley. Assume, though, that you are dreaming: it is dead of night, and someone has forgotten to lock a door at Earls Court. In a twinkling you are in the gallery—what will you acquire, to add to the paraphernalia in your garage and workshop? You have no time to waste, nor can you carry too much away—just a few odds and ends that catch the eye.

First, for the garage. If you have a very low-built car, you might like "Little Jackie," a two-ton hydraulic jack with a closed height of only 5in—low enough even to push under some of those new American cars. It extends (double lift) to 9¼in, and a screw extension gives it a further 2in. It costs four guineas, and a 6in model which extends to 12in costs no more. (Ross, Courtney & Co., Ltd., Stand 241.)

On Stand 313 (Creators, Ltd.) you will find all manner of equipment in plastic materials—wheel discs, distributor covers and wire-reinforced transparent fuel lines; but you will probably settle for a splendid polythene hose, 45ft of it, carried on a lightweight aluminium reel which can be attached to the garage wall. The reel revolves freely on its bracket, on which it is retained by a wing-nut only, and there is even a little handle with which to turn it to rewind the hose. The delivery nozzle is adjustable for spray or jet, and the whole unit is remarkably light and compact. It costs 39s 6d complete.

An intriguing device on Stand 458 (Stevco, Ltd.) is the Moto-vac, a vacuum cleaner with no moving parts which operates on the venturi principle. It consists of a 12ft length of flexible hose with a venturi device on one end, to fit over the end of a car's exhaust pipe, and a flattened attachment on the other, which is aimed at the dusty seats, carpets and odd corners inside a car—or, for that matter, a caravan. The engine is kept running during the process, its exhaust gases rushing through the venturi to create a depression in the flexible pipe, and the dust and dirt is sucked down and blown out through the venturi. You would be wise not to vacuum-clean your car in a closed garage, or you might become depressed yourself—without the aid of a venturi. This gadget would cost you £3 with its standard 12ft hose, or if you need more hose, it costs 9s a yard extra.

With a closed length of only 5in, this 2-ton hydraulic jack could be pushed under a low-slung car with a flat tyre (Ross, Courtney & Co., Ltd., Stand 241)

On more than one stand you will perhaps notice a most inartistic creation; a forged, square section bar about 8in long, with stubby squared and rectangular branches sprouting from it at either end. It is probably a Melco or Elora male drain plug wrench—the name as unromantic as the article. It is reckoned to fit almost any size of drain plug of the type with a square recess in it, and would be of particular value to those who run old cars. Much better, in fact, than file tangs, hammers, drifts, chisels and other brutalities for the job. The Elora costs 5s 6d (B. Draper & Son, Stand 502) and the Melco 7s 6d (Thomas Meldrum, Ltd., Stand 515).

While on Stand 502, have a look, too, at the Zerem multiple socket wrench, a chromed instrument with a four-socketed forging, trunnion-mounted at either end. Any one of these wrenches replaces four double-ended ring spanners, and they are made in Whitworth, Metric and S.A.E. sizes. Also here you will notice some ingenious Zerem welding clamps in three different forms, similar in principle to the well-established Elmo wrench. Drapers have one of the largest displays of pliers (long-nosed, side-cutting and so on) for every conceivable purpose.

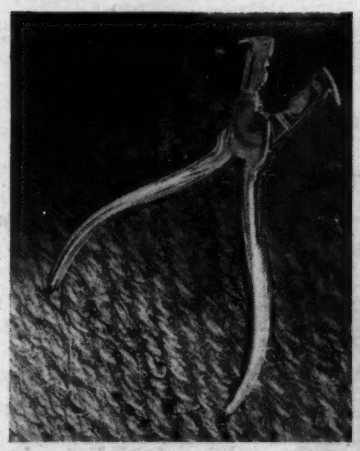
Damaged bolts can be restored with the Bolt Saver, claimed to reform the threads without removing metal. Available for most threads

An ingenious self-spreading split pin from America. A tap on the eye after insertion, and the legs spring apart (Tewel Industries, Ltd., Stand 474)

A cunning tool for rejuvenating damaged bolt threads, the Bolt Saver, is worth your consideration on Stand 492 (Lawrence Edwards & Co., Ltd.). It looks rather like a set of multiple stocks with different sizes of threaded holes (grown-ups on the left, children on the right). The damaged bolt is clamped into the appropriate hole, and its threads are re-rolled into shape as it is unscrewed. The singular advantage of this device over a die is that it does not remove metal. It can also be used in conjunction with a vice for gripping threaded parts—when, for instance, it is required to saw the end off a bolt. The Bolt Saver costs 27s 6d and is made in ample variety to cover most of the threads in current use.

Talking about vices, you should pay a visit to Stand 452 (W. H. Colt, Ltd.) and see for yourself the Wilson turret vice, made in several sizes to suit different needs. Since you have to carry yours away, you will have to choose the small one with 2in jaws.

It really is a precision instrument, for there is no slack between the sliding and fixed members, and a telescopic spring steel sleeve protects the clamp-thread from swarf. The rotating turret on the



This pair of pliers is designed for the insertion, trimming and extraction of split pins. A very well made Belzer tool, it is from Germany

fixed member is gouged vertically to accept round objects (pipes, for example) of different diameters, and has also a V-cut, and a flat face with horizontal V-relief, to hold round objects horizontally. It weighs a mere 5lb, and a portable tubular steel tripod, which can be neatly folded for carriage, is available to hold the vice. It is just the right height for an operator seated on a chair, so that you could lay a piece of newspaper beneath it and work in front of the drawing-room fire. The vice costs £3 17s 6d, and the stand 45s.

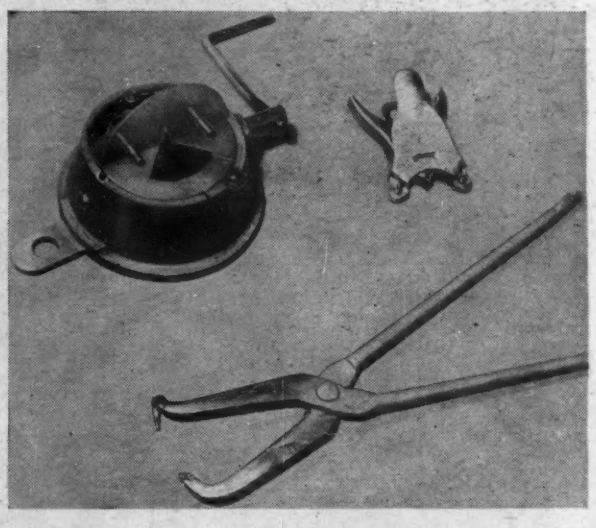
Some private owners (and, for that matter, far too many country garages) are content to keep odd nuts and bolts, washers, split pins and the like in odd cigarette tins and cardboard boxes strewn higgledy-piggledy about the place, or even loose on the garage floor. Others would perhaps like to have a Tiltrack, made by Bertram Thomas (Stand 530). These are vertical nests of storage trays, of which the main carrier is screwed to the wall. The trays have sliding partitions, and there is even a blind, which is pulled down to keep out dust and damp. The smallest, known as the Tiltrack Junior, has six trays with two partitions (i.e., three compartments) each, and costs about £3 11s.

If you are in the habit of overhauling your own engines, you are recommended to visit J. F. Sykes, Ltd. (Stand 533), where you will find an ingenious gadget for the precision filing of piston rings when gapping them. It can be set to function at an angle for scarf joints, and ensures that the two abutments are parallel. It also makes it more difficult to break a ring during this tricky operation.

Another useful tool is the Piston Ringer, which grips the ring and prises its ends apart, ready to drop over the piston lands and into its groove. It saves the cost and inconvenience of breakage during ring assembly, and the laceration of fingers on the sharp edges. This firm also markets a simple but effective instrument for dealing with brake springs—both removal and assembly. Anyone who has gashed his hands and distorted the springs in amateur attempts to do that job with screwdriver, wire and pliers would surely welcome this device.

More very high quality tools, many of German origin, for difficult jobs are to be found on Stand 474 (Tewel Industries, Ltd.). There is a very workmanlike engineer's stethoscope, for the detection of odd noises from under the bonnet, or creaks and rattles in the coachwork—not, perhaps, an instrument which the average private owner would consider necessary to possess, but one which many would like to borrow. Some excellent piston-ring compressors in spring sheet steel, for use when inserting pistons into the bores, are on view here. They are slightly conical, and have quick-release pins allowing them to spring apart to clear the connecting-rod big-ends, when operating from below.

The Belzer nut starter, another Tewel exhibit, which looks like the broken end of a ring spanner, has a projection on its periphery which is designed to be clouted with hammer and drift. It is made in sets to cover most sizes of hexagon, and the principle is that a sharp impact will often free a nut which withstands the leverage of a ring spanner and supplementary gas piping. Yet another gadget here removes lead balance weight clips from wheel rims, snips the lead as necessary and hammers the clip back into place.



Three from Stand 533 (J. F. Sykes, Ltd.) The odd-shaped plier is for removing and replacing brake springs; the device with a handle is a precision filer for piston ring abutments; the third spreads the rings for slipping over the piston lands during assembly

Light, compact and imperishable, this plastic hose is 45ft long and has an adjustable nozzle. It is carried on a rotating reel, which can be attached to the garage wall (Creators, Ltd.)

Your swag-bag is now probably becoming rather full, but you might care for one of the large variety of electric soldering irons on the Wolf stand (503), and an Eversure Fillacan, of which the handle is also a hinged funnel complete with gauze filter (1-gallon, 39s 6d; 2-gallon, 49s 6d). This could equally well be used for carrying water on a caravanning holiday. It is to be found on several stands.

Finally, a tin to put in your pocket. It contains Devcon, which is 80 per cent steel, 20 per cent plastic. You can repair cracked cylinder blocks with it (exterior cracks, that is); it can be used to make jigs, moulds, fixtures, die formers—almost anything. It is claimed not to shrink or expand, can be drilled, tapped, machined, and is quite inexpensive considering its capabilities. There is a more expensive substance of the same type (Devcon F) for the repair of broken aluminium castings, and other applications. It is, in fact, almost too good to be true, and we shall have to find out more about it.

ANDEAN ADVENTURE—Czechoslovak drivers Hanzelka and Zikmund halt their Tatra 87 saloon on the approach to the Andes during their Latin American journey. Reference is made to their expedition in the letter "Round the World," published below

Correspondence

Opinions expressed on these pages are those of our correspondents, with which The Autocar does not necessarily agree. Letters intended for publication should be addressed to the Editor, The Autocar, Dorset House, Stamford Street, London, S.E.1.

Oxford Economy

Four Up—and Luggage—in Indiana. Last April I acquired a new Morris Oxford. Recently I drove to school in Indiana from Canada, a distance of 400 miles. There were four of us aboard, three up front and one in the back. All the other space was taken up with luggage, and I cruised at 55 m.p.h. In these conditions I felt quite pleased to record 33.4 miles per imp. gallon, using second-grade fuel.

Goshen, Indiana. GEORGE BECHTIL.

Ca s That Last

Opinion From the Gold Coast. I should like to say how interested I was to read the article "100,000 miles for £2,476 9s 4d" (*The Autocar*, September 14).

As a buyer's guide to long term policy any article of this nature, dealing with a car more than two years old and its running costs, has far more meaning than the road test of a new car, when performance figures are often below normal because of lack of full "running-in." After two years of hard use, it can really be seen how a vehicle is shaping and how long it should last.

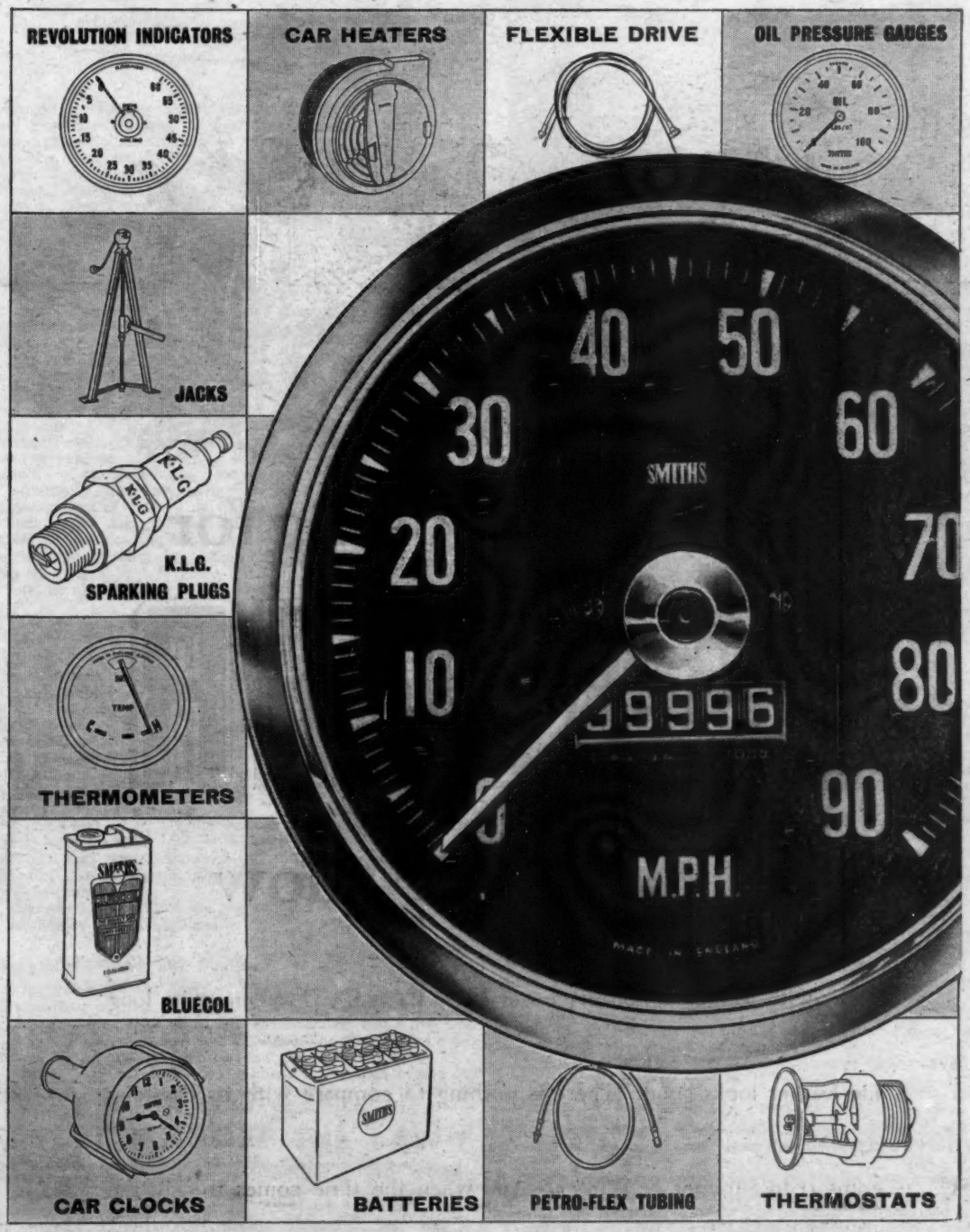
Hypothetical suggestions in a new car test report that the "new model should stand up well to the work required of it" mean very little. Similarly a happy Vanguard and Peugeot 203 owner who writes from South Africa to say "he has covered 150,000 trouble free miles in two cars of either make and next time he will choose a product from the same factory again" means far, far more to a would-be car buyer here than someone who writes in praise of a car and supports this with a statement that although driven hard for 5,000 miles in the United Kingdom he has never had a rattle. I should think *not* indeed, in 5,000 miles; whatever low standards have we come to respect? What we want to know is not so much what a new car will do, but rather how *long* will it go on doing it without trouble. A completely unbiased test round about the 25,000 mile mark means far more than an ordinary new or second-hand car report.

By the way, congratulations on the intriguing "Ferguson Plan."

Accra, Gold Coast. M. A. W. MARSH.

Round the World

Czechoslovak Drivers Prepare the Hard Way. For the last few years Jiri Hanzelka and Miroslav Zikmund have been preparing to tour the world in a standard production saloon car, and already they have completed half their envisaged programme, driving a Tatra 87 saloon through Africa and Latin America. They covered 40,000 miles by car, and 30,000 miles of sea route, and in 1,290 days passed through 48 different lands (*see above*).



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On the second part of their world tour they will use two cars; they expect to be away for four years. Among the countries they plan to visit in their 61,000 miles journey will be Hungary, Rumania, Bulgaria, Turkey, the Lebanon, Syria, Israel, Saudi Arabia, Iran, Iraq, Afghanistan, Pakistan, India, Nepal, Burma, Thailand, Viet-Nam, Malaya, Indonesia, Sumatra, Java, Borneo, Australia, New Zealand, the Philippines, Japan, China, Mongolia, the Soviet Union and Poland.

London, N.W.3. BERNARD ORNA.

Reproaching Rolls-Royce

American Equipment in "The Best Car." It is with deep regret that I note one of our most esteemed car manufacturers, whom I have always thought of as being the example to follow in the manufacture of truly English, craftsman-produced cars, has commenced to import, for the payment of dollars to America, equipment for inclusion in their products. I refer, of course, to Rolls-Royce; in an article in *The Autocar* it is stated that they are importing refrigeration plant for the air-conditioning system in the latest models in their range. I consider this to be a great mistake on their part, as it seems to admit supremacy in America of air-conditioning systems.

Admittedly, they may have more experience, but surely the manufacturers of "The Best Car in the World" would not be beaten on the design of something which, as a luxury, comes under a major heading for incorporation in their cars; apart, of course, from the fact that dollars are leaving, not entering, this country.

Godalming, Surrey. H. J. SPARKS.

Ferguson Brake Test

Comparison with 33 Years Ago. The article on the demonstration and test of the prototype Ferguson (*The Autocar*, September 7), in which the virtues of its braking powers were extolled—viz., 50 m.p.h. to rest in 25 yards—to the deprecation of the "Modern production vehicles" tested alongside, prompted me to look up figures quoted in *The Light Car and Cyclecar* of November 2, 1923—33 years ago—when a side-valve Aston Martin touring chassis with test rig, and fitted with Perrot brakes, was brought to rest from 50 m.p.h. in 27 "paces."

I admit that a "pace" is a somewhat vague form of measurement, but after some research I find that it does represent one yard to a man of average height—which means that the figure for the 1923 Aston Martin compares favourably with this ultra-modern prototype.

Well, well—what has been happening all these years?

Leamington Spa, Warwickshire. F. E. ELLIS.

High Heels—and The Scribe

"What Rubbish," She Says. The Scribe says men are better drivers than women because women wear high heels. What rubbish! I am engaged in the fashion trade and drive over 17,000 miles a year, and I can assure The Scribe that heels have nothing to do with the matter.

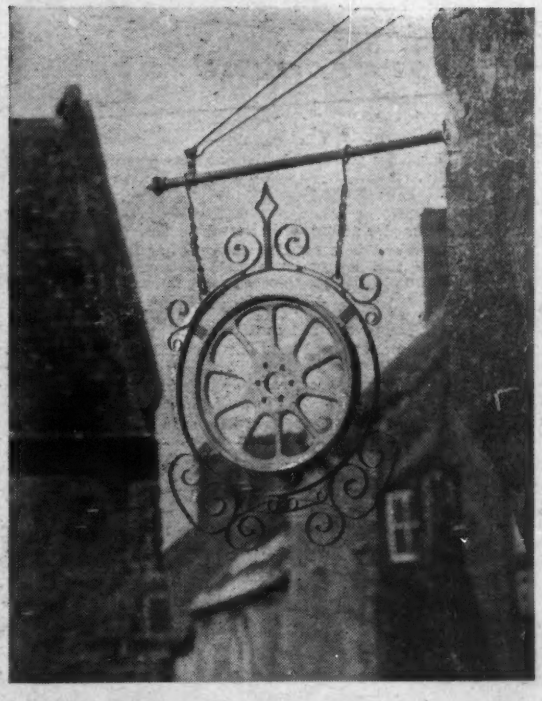
Several times a year I drive to and from London in one day to attend fashion shows and, as time is so short, and I have no opportunity to change, I have to travel in my most fashionable outfit and smartest shoes. For these journeys I prefer to use my brother's Zephyr instead of my own 8 h.p. car, and have never felt the slightest bit leg-weary through wearing stiletto heels, and always I have perfect control.

My brother sometimes complains that the pedals on his car make his legs ache on long journeys, and I have come to the conclusion that the position the foot adopts naturally in smart shoes prevents strain. I always have a soft cushion on the floor to lift my feet up a little, and this also prevents the back of expensive shoes being scratched. Yes, Mr. Scribe, stiletto heels may be precarious on rough ground or on uneven floors, but on the brake and accelerator, never!

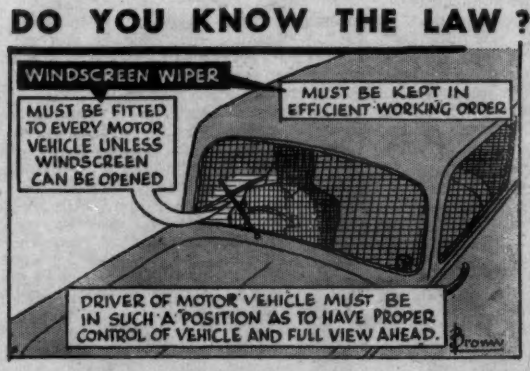
The Scribe also suggests that being interested in mechanical matters makes for good men drivers and handicaps women. I can only say that a friend of my brother's who performs very well at Silverstone and Oulton Park hasn't a clue as to what is under the bonnet. His mechanical knowledge seems limited to the operation of a cocktail cabinet and shaker! But he does manage to win races!

By the way, I see advertised "Height-increasing Shoes" for men. Do they become bad drivers when they wear these, poor darlings?

Macclesfield, Cheshire. SHIRLEY GLASS (Miss).



MIXTURE OF METALS, and, indeed, of generations, in a tradesman's sign to be seen at Deddington, Oxon, which combines the mass-production car wheel and the free style artistry of wrought iron



Nigerian Prescription

Why Reader Bought Continental. May I add comments to those of Mr. Pullen (August 31) on the subject of cars for overseas use?

The manufacturer would seem to be rare in Britain who can visualize the requirements of the owner—not an unusual creature—who lives 300 miles from the nearest garage, railhead and electricity, and who has to travel about a thousand miles a month (fully self-contained) over unmade roads. Automatic transmissions, power-assisted brakes or steering and all the other labour-saving devices which may evoke exclamations of joy in England are merely so many more complications with which the owner-driver-mechanic must cope.

For the "bush-dweller" the ideal saloon car would seem to need the following features:—

a. An engine of 1½ to 2½ litres capacity, economical yet powerful enough to escape from most mud and sand traps.
b. Big wheels—nothing under 15in is suitable for dealing with mud or sand.
c. Wheelbase 8ft 6in to 9ft—a compromise for comfort on poor roads without loss of ground clearance over uneven going.

Correspondence

d. Ground clearance at least 7in, with no vital organs unprotected underneath. Ridges, rocks and other impedimenta are constant enemies.
e. Large boot.
f. Petrol tank to give a range of at least 250 miles.
g. The spare wheel in a separate compartment inside the boot. This means that luggage need not be moved to reach the wheel; it also obviates the trouble arising through the distortion of the tray holding the spare wheel under the rear of the car—a distortion which is easily achieved by a bump off a wooden bridge or a drop over a badly made culvert.
h. Efficient dustproofing, and head lining of plastic material which can be easily cleaned.
i. Four doors. It will almost certainly be sold for a taxi!
j. A starting-handle.
k. Tyres with tubes. Punctures can be mended, but the problem posed by loss of air from a tubeless tyre because of a distorted rim (a hidden rock outcrop—and there you are) seems insoluble.

None of these requirements would seem to detract from the appearance or saleability of a saloon car *qua* saloon car, and yet they would make it so much more acceptable to those who drive on dirt roads and must be responsible for keeping their car running.

My last car, a Morris, served well on good roads. I considered an Isis when I was buying a new car but, as in other members of the Morris range, the sump hangs down just waiting to be hit. Having sat once for several hours in the heat as a result of a stone through the sump cover of the old car, a Morris, despite its other fine qualities, power, finish and strength, was not the best proposition. Vauxhalls and Fords have no starting handle; the Vanguard III, at £805 local price, is not as good a proposition as some others in the same range.

Eventually I took the same decision as many other owners here—I bought a Continental car. In buying a Peugeot 403 saloon I have a 1½-litre engine with a claimed output of 58 b.h.p. and a top speed of over 80 m.p.h., a petrol consumption of about 30 m.p.g. in normal top and 36 m.p.g. in overdrive top (this is a normal fitting). At the front there is a massive transverse leaf-spring to take the shocks and, incidentally, protect the sump from harm. There is a ground clearance of 7in, wheels are 6.50 × 15, the wheelbase 8ft 9in, the boot large but not dustproof, and there is the owner-mechanic's best friend—a starting-handle. All this for £725. It has its deficiencies, of course. It is not dustproof, there is a cloth headlining, there is no oil-pressure gauge, only a warning light, and three wheel-studs are too few for complete confidence. Even so, it is difficult to be patriotic when British car manufacturers do not seem able to offer low-priced cars for efficient use on poor roads in remote areas—and when the Continental manufacturers prove that such cars can be made.

Lokoja, Nigeria. JAMES H. EEDLE.

Requests from Readers

Catalogues Across the Sea. Readers who have written asking to be put into touch with enthusiasts in other countries with a view to exchanging motoring literature and catalogues are:

Alan Bruce Magary, Philips Exeter Academy, Exeter, New Hampshire, U.S.A.
R. J. O'Grady, 32, Wensley Green, Leeds, 7, Yorkshire, England.
Wm. Bill Blair, 2, McConnell Avenue (Rear 831, Logan Avenue), Toronto 6, Ontario, Canada.
C. J. Howson, The Chase, Foxlands Avenue, Penn, Wolverhampton, Staffordshire, England.
J. D. Priori, 612, W. Clinton Street, Ithaca, New York, U.S.A.
George Bechtil, Goshen College, Goshen, Indiana, U.S.A.

NEWS FROM GERMANY: Merger Rumours Gain Strength

FOR some time now there have been persistent rumours of an imminent merger of several of West Germany's big automobile companies. The Auto Union company, which has factories at Ingolstadt (trucks and motor cycles) and Dusseldorf (cars), is said to have taken the initiative in a bold project to merge Bayerische Motoren Werke, Daimler-Benz company, Auto Union, Buderus Iron works and the Krauss-Maffei (trucks and buses) company—an affiliate of the Buderus concern. According to German press reports, this plan stems from Dr. Werner, who is rejoining Auto Union to succeed Dr. Richard Bruhn, who will soon retire from his post as managing director.

Dark horse in this gigantic merger plan is reputed to be Friedrich Flick, who has a controlling interest in Buderus and Krauss-Maffei, and holds a considerable slice of the Daimler-Benz and Auto Union shares. Reliable judges put his interest in the Auto Union stock at 33 per cent, and another 33 per cent, hitherto held by a Swiss group, is said to have come into his hands. Rational mass-manufacture and the desire to make full use of automation are declared to be the aim behind this project.

During the summer the value of B.M.W. shares suddenly jumped to 180 as unknown groups bought up quantities of stock of the Munich company; since then their quotation has quietly slipped to a more normal 136. The Bavarian company has not paid any dividends since the war, but the shares are thought to have been bought by a group of South German banks, which, of course, may have been acting for some client.

Taunus Ford

In connection with their vast expansion and rationalization programme—involving a total of 200 million D-marks—the German Ford company at Cologne plans to float a 50 million D-Mark loan. Realization of the expansion and automation plan started in mid-1955, and is to be concluded by the end of next year. Up to 70 million D-Marks have been invested already.

During a reception given when the 100,000th Taunus 15M saloon left the assembly line, managing director Erhard Vitger disclosed that a new model was in the course of preparation, it would not, he said, supersede the current 1.2- and 1.5-litre types, but rather be introduced as a new line. It is expected that the new model will be powered by a 1.8- or 2-litre engine. Vitger said overall production of the Cologne plant was up by about 10 per cent on last year's figures, and a total of 90,000 units could be expected to leave the Cologne works this year. Current expansion and rationalization would step up daily output to 400 cars next year.

Rationalization and automation were also the main themes at the annual meeting of Germany's automobile manufacturers' association, held recently at Baden-Baden. Wilhelm Vorwig, chairman, said the quick rise which had characterized output figures for several years past had now, apparently, levelled off. There had been no definite rising tendency, he said, since September last year, but also there had been no signs of winter slump or summer boom. Exports had reached a high level with a monthly average of 39,000 cars—45 per cent of overall production.

Vorwig repeatedly stressed the value of rational manufacture and said German car builders were resolved to bring about further mechanization and automation with all means at their disposal. This was the only way to "save labour and hold the prices at their current level." To illustrate what has been achieved in this field, Vorwig said that an average of 3.9 cars were built annually by one worker in 1950; this figure had now risen to seven cars per man per year. On the financial side, roughly 600 million marks had been invested by the German automobile industry last year, mostly on mechanization and automation. Investments this year, Vorwig stressed, might be expected to exceed a total of one thousand million marks.

Several leading personalities of the German motor industry, including Heinz Nordhoff (Volkswagen) contended that there were definite signs of a rising trend in prices generally, and the German motor industry very probably would soon have to follow this trend as the gap between material, manufacturing and labour costs on one side, and retail prices on the other, were "usually over-estimated by the public."

New Small Puch

The Austrian Puch Company will very probably market an Austrian "people's car" next spring; it is expected that the car, which has been in prototype form for almost four years, will be officially introduced at the Vienna Spring Fair.

It will have a 400 c.c., rear-mounted engine developing 16 b.h.p. There are to be two versions, a standard saloon selling at 20,000 Austrian schillings (£274), and a de-luxe version allegedly with a transparent roof panel, to sell at 23,000 schillings (£315). Engine and gear-box are to be manufactured by the Puch company at Graz-Thondorf, and the panels for the body—which is said to have a strong likeness to the Fiat 600—are to be supplied by the Steyr company, at present assembling various Fiat models in Austria.

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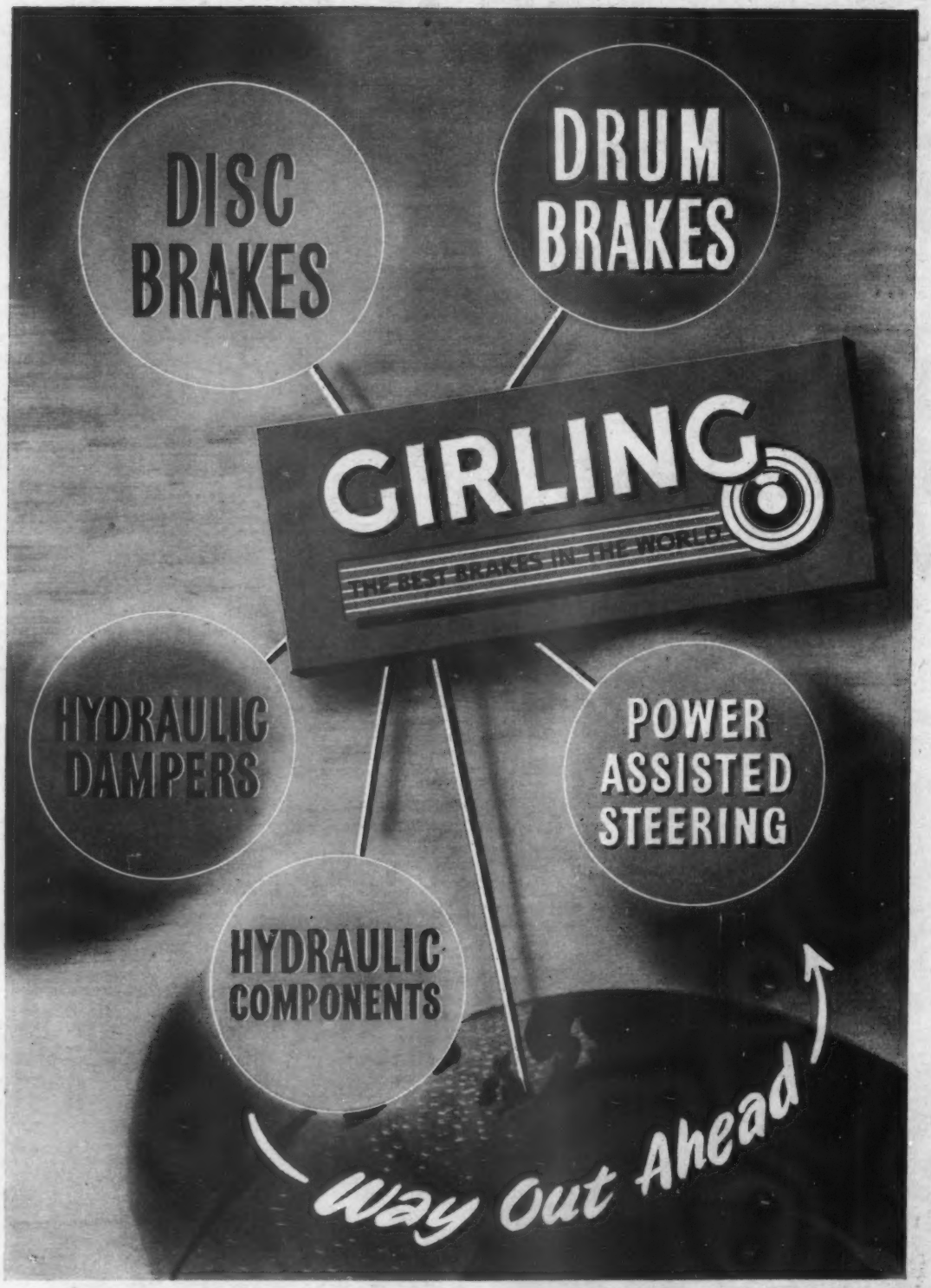

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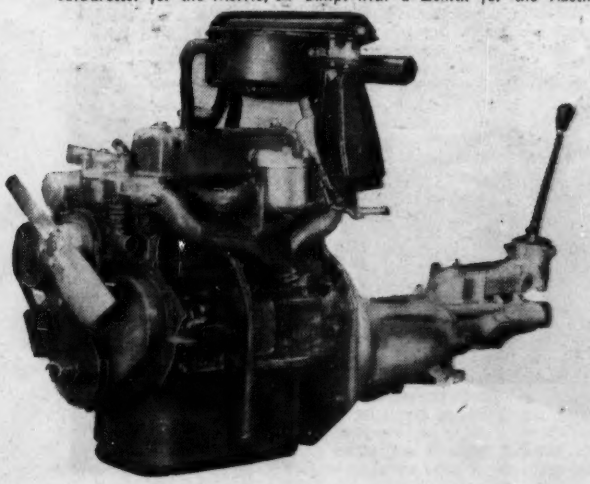
A Second Look

MORE OBSERVATIONS ON SOME OF THE NEWCOMERS TO EARLS COURT

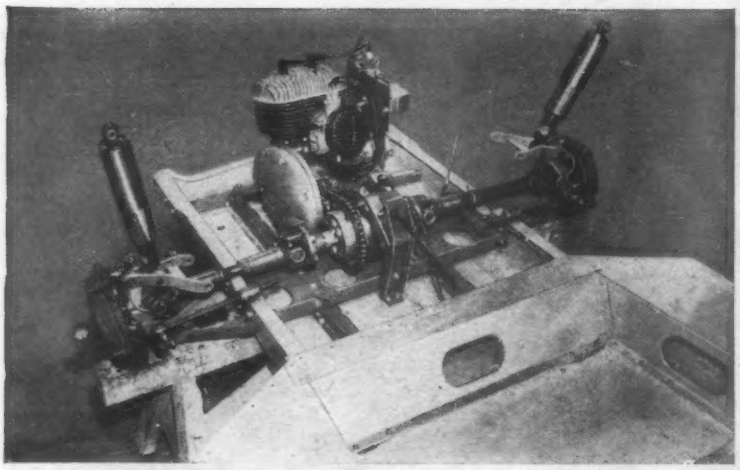
Heart and soul of the new Morris Minor 1000 and Austin A.35 is this 948 c.c. o.h.v. four-cylinder engine. It develops 37 b.h.p. with an S.U. carburettor for the Morris, 34 b.h.p. with a Zenith for the Austin

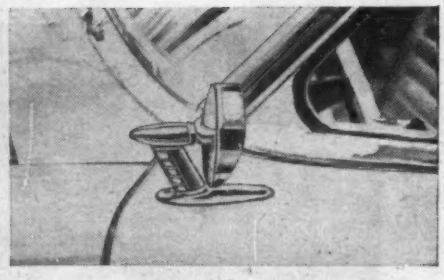


BREAD and butter motor cars are becoming so thickly spread with treacle that it is sometimes difficult to see whether the bread is wholesome and the butter genuine. In some the bread is yesterday's, but it keeps well and has been freshly spread: in others, there are distinct signs of mildew, and the thickest layer of treacle cannot quite conceal the taste. Nevertheless it is evident that the engineers in some British factories have been every bit as busy as the stylists, and their good work cannot be hidden by any amount of colour and ornament from those who know what to look for, and where they might expect to find it.

Recent economic difficulties and setbacks have helped to spur our designers to greater efforts, and have obliged the tycoons of the industry to put forward the release dates of many features which otherwise might not have reached the public for many months, or even years, to come. The move to automatic and semi-automatic transmissions, in particular, has been a bold and determined one, and there can be no doubt that two-pedal addicts over the Atlantic will find these new models very much more to their liking. Over here, the switch to two pedals will be more gradual, for reasons of cost and an innate suspicion of anything new.

One cannot but wonder at the intense activity which must have been taking place behind the scenes of the British Motor Corporation, for its exceptionally comprehensive range of vehicles has been brought up to date and increased in customer-appeal to a striking extent. Although no fundamentally new car has been introduced by the B.M.C., some very wise moves have tickled the public's palate.





An external mirror (driver's side) provides better rearward vision on many new Americans, when fully laden. This rather ornate one is door-mounted on the Studebaker Golden Hawk

A forward engine mounting and front wheel drive are featured on the small Berkeley. Co-axial coil spring and damper units are carried on the upper wishbones. The punt-like base is of glass fibre, with light alloy stiffeners

A Second Look . . .

Dealing first with the Austin range, the very considerable increase in power for the little A.35 has raised its maximum speed by some 25 per cent, and its acceleration in proportion. The new gear box, with much improved ratios and that inviting little remote-control lever, adds to the enjoyment of driving the car. Not only is it to be hoped that the metamorphosis will find the A.35 many more friends overseas, where in certain circumstances it will be able to romp around larger vehicles like pilot fish round a shark, but its scope on the home market should be considerably broader.

One of the A.35s on show is trimmed in an attractive blue and white plastic, which not only looks like cloth, but very nearly feels like it. It was to be expected of Austins, who continue to fit very good quality leather to most of their models, that they would also choose synthetic materials of proper quality.

An A.95 estate car on show has seats in a mixture of leather in rich bottle green, contrasted with plastic material having the appearance and texture of raffia work. The B.M.C.'s very comfortable seats in general, including the rear seat in the A.35, are in marked contrast with those in certain other manufacturers' products. The largest Austin, the revamped Princess IV, has the doubtful distinction of being one of the heaviest standard cars in the Show; nor has it the grace and elegance which is so much more easily achieved with a large car. It does, however, offer a high degree of luxury and automatic transmission at a more moderate price than some.

By improving the power developed by its engine and the way in which it can be used, the road performance of the new Morris Minor 1000 has been transformed. The fact that this model has recently completed 25,000 miles at an average speed of over 60 m.p.h. on the German *autobahnen*, along with other models in the B.M.C. range, is indicative of the improvements made. Furthermore, features have been introduced which will ensure that this increased performance is not at the expense of reliability.

Although the engine capacity has only been increased by 145 c.c. (18 per cent) the power output has been raised by 23 per cent, and a very desirable improvement in gear ratios to match this. The result of these changes is that the car now has a maximum speed of around 75 m.p.h., and peaks in third at about 60 m.p.h.

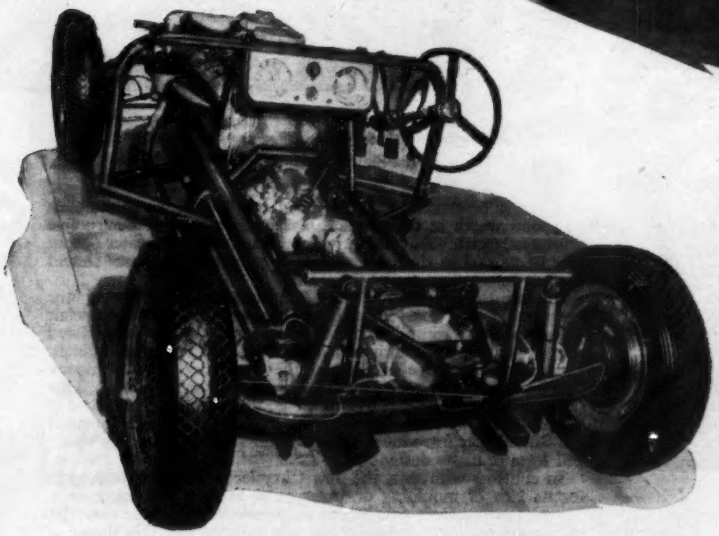
Equally important—as a short run in a saloon model demonstrated when the cars were introduced at the Cowley works a few days before the Show—tractability has not been lost. Even with the compression raised by a whole ratio to 8.3 to 1, the car will pull away smoothly from 10 m.p.h. in top gear without the slightest trace of pinking or objection from the transmission.

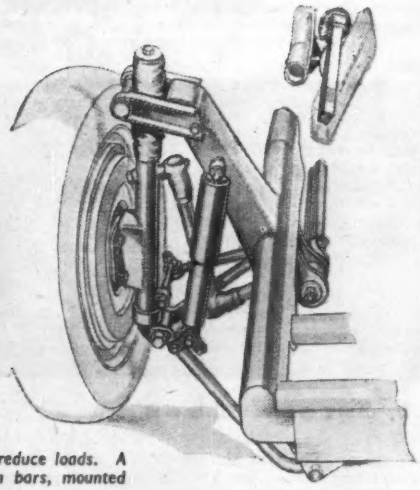
The increased capacity has been achieved by opening out the bore from 58mm to 62.95mm, and there are a new crankshaft and connecting rods, the big end bearings of which have been increased from $1\frac{7}{16}$in to $1\frac{3}{8}$in diameter. Although the cost is considerably greater, lead-bronze bearings are fitted, having a much higher resistance to fatigue than the white metal type previously used.

A most attractive newcomer is the coupé two-seater on the M.G. A chassis. For practical purposes it is sadly short of luggage space. The detail picture shows its neat, pull-down door handles

A world favourite revitalized: with speed added to economy and exceptionally safe handling qualities, the Morris Minor 1000 should be more popular than ever. The new curved screen, with thinner pillars and raised corners, improves both visibility and appearance

Mouth-watering prospect for sportsmen: the 2½-litre Frazer-Nash Continental chassis, fitted with a tuned B.M.W. V-eight engine of reduced capacity, is simple but purposeful. It has a de Dion-type rear axle layout





The Allard front suspension uses widely spaced pivot points to reduce loads. A drop link and lever mechanism operates the laminated torsion bars, mounted parallel with the chassis frame

The substitution of a one-piece curved screen and the introduction of the delightfully stiff and positive central remote gear change will do much to resuscitate overseas interest in this model, which has already earned much hard currency, with the backing of powerful selling and service organization.

In the past two years there has been a reborn interest in the closed coupé, and this design of body is now much sought-after by the young, unfettered by family responsibilities, who yet require more comfort than the open sports car offers. To meet this the M.G. A range is supplemented by such a body style adapted to suit many of the pressings already existing on the open two-seater.

To maintain the sports car atmosphere, the rear window has a big wrap-round so that it also performs the function of quarter lights. This new top adds little extra weight, so that it could also permit a better performance than that of the open two-seater. As this is a direct development of the sports car, luggage space is somewhat limited, but it can be supplemented by a tubular rack fixed to the outside of the boot lid. It would have seemed much better to arrange an auxiliary fitting of the spare wheel on the outside, so that on the occasions when extra luggage space is required, the space released in the boot might permit the luggage to be kept under cover.

Opinions will be divided on the advantage of moving the instrument panel nearer to the steering wheel on the Morris Oxford and Isis. Whereas many criticized the need to reach out for operation of the controls and a degree of difficulty in reading the instruments, those with young children appreciated the advantage of their being able to stand in the front compartment under the vigilance of their parents.

A somewhat modified luxury car is the Daimler DK400, of which the engine apparently has more to offer in the way of torque (260 lb ft) than any British car except possibly those secretive unknowns, the Rolls-Royce and Bentley. This largest Daimler, a 4.6-litre six, now develops 167 b.h.p., as compared with the smaller and lighter 3½-litre One-O-Four's 137 b.h.p., and no doubt some Daimler fans would welcome the larger engine in the 3½-litre chassis.

The rear passenger compartment of this car seems almost measurable in acres, for there is room for no fewer than three folding occasional seats, and the window area likewise is quite exceptional. Jet Age architecture of the rear wings and lamp cluster does, however, look a little incongruous with this body style, and conjures up visions of mayors arriving for civic functions with mace and space helmet.

The Bentley S Series and Rolls-Royce cars share with the Hillman Husky (and, incidentally, the Volkswagen) the lowest compression ratio (6.6 to 1) of any British car engines excepting only the Ford Popular. Whilst this sacrifice has now to be made to preserve the qualities of silence and smoothness which are their traditional pride, more powerful engines no doubt are being developed at Derby to bring those qualities a stage farther up the horsepower curve. The new air-conditioning and refrigeration plant is installed in at least one Rolls-Royce displayed—and very neatly, too.

There were those who, last year, forecast that the 2.4-litre Jaguar might prove so exceptional as to outshadow its larger stablemate, the Mark VII. Although the newer car is indeed a superb machine, the Mark VII still has a little more to offer in some respects, and can hold its own with almost anything on the market in terms of value for money.

The new Mark VIII is a more luxurious version costing surprisingly little more than the Mark VII, yet apparently, furnished and equipped as well as cars costing more than double

Two stings in a fanciful tail: the Studebaker Golden Hawk has twin radio antennae, panelled and fluted fins, and a washboard effect on the rear panel. Note the simple bumper form, lacking overriders

The Mercury Montclair is less stylishly elegant than its American Ford cousins. Bonnet, roof and boot lid panels have a central recess, and the sculptured tail fins terminate abruptly. The rear bumper resembles a dual air intake and creates a back-to-front illusion

The new English way: driver's controls on this automatic transmission Wolseley 6-90 include a three-spoke dished steering-wheel and only two pedals. It has traditional walnut dash and hide trim

A Second Look . . .

the price. The two Show cars are painted in the most subtle contrasting shades, one in light and medium grey, the other in two shades of green, of which the darker is almost indistinguishable from black. With the Borg Warner automatic transmission and Jaguar-designed manual override device, this car will certainly make many good friends for us in overseas markets.

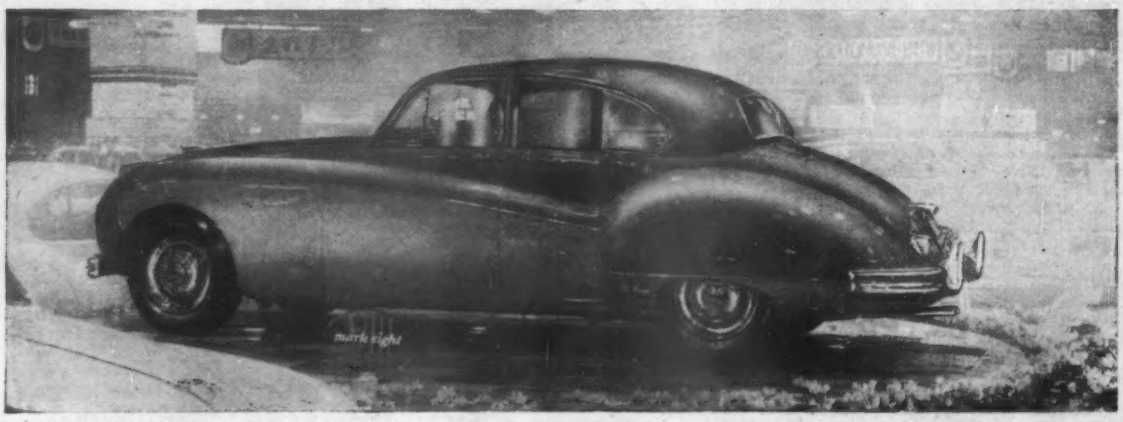
The little glass-fibre Berkeley has proved a great draw to the miniature-minded, and its excellent finish is an earnest of its makers' good intentions. The potential for a car of this type has now apparently been proved, and it only remains for the production line to be attuned to the demand, and for the car to establish its sound worth in the hands of the often somewhat destructive private motorist. An alternative power unit with a greater output may be offered in time, whereupon the road performance should become interesting, to say the least.

Among the Americans there is a surprising mixture of the exaggerated and the subdued. The Ford Mercury Montclair relies on some complicated opposing forms in the long flared wings, which is the common theme in the 1957 American models. This more expensive product of the American Ford Company uses a recess in the roof panel to strike a new styling note. This theme is also carried through to the boot cover, and may prove as significant as the similar styling device used in the side panels of the Studebaker introduced in 1953, and still to be seen in modified form in many designs.

In contrast with this, the new Chrysler Windsor is noticeable for its lack of moulding of any sort to break up the seemingly one-piece wing form which runs the whole length of the car. By clever use of line a slabsided effect is avoided and this theme of dispensing with extensive adornment is also followed at the rear. In comparison with other American cars, the bumper form is simple, and, for an American model, surprising, as it is not equipped with overriders in any form.

Another American trend to be seen in the Windsor is the simplification of instrument panel layout. There are two large matching dials on either side of the steering column, with a small electric clock between them. The speedometer is to the left, and the right-hand dial has quadrants for fuel, oil temperature, water temperature and an ammeter—very similar in arrangement to British styling.

Grace and pace—and more than ever. The Jaguar Mark VIII, with two-tone colouring, a curved screen and luxury specification, carries a famous line another stage forward and is still a centre of attraction at the Show



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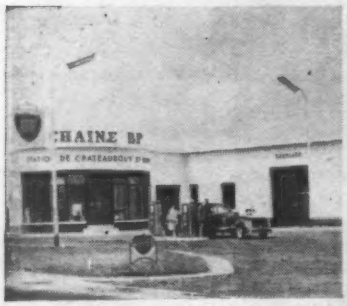


FRANCE

SWEDEN

SWITZERLAND

In recent years the chain of BP Service Stations across Western Europe and many other parts of the world has been steadily extended and improved. Now solus BP Service Stations are also being seen along the roads of this country.

Since the end of the war, the total amount of crude oil and refined products sold under the BP sign has increased by 140%. There could be no better testimony to the high quality of the many different products made available to the motorist by BP research.

Behind the green and yellow BP shield lie the full resources of The British Petroleum Company. These include 14 refineries—4 of them in this country—and one of the largest privately owned tanker fleets in the world.

Not a chrome flash, a panel moulding or even a bright metal window surround decorates the flanks of the new Chrysler Windsor. Note also the simple rear bumper treatment and the absence of overriders

Cockpit of the Chrysler Windsor: large round instruments, a simple two-spoke steering-wheel with horn half-ring, an accessible pull-and-twist handbrake and two-pedal control

A Second Look . . .

One other feature to be seen in American models is the pronounced peak at the top of the windscreen. In the days of near vertical and flat windscreens the problem of body noise was much less troublesome than today. Modern shapes, in their search for less drag, often form small eddies of air which are the culprits in this noise problem. By deliberately designing for a cushioning area at the top of the screen, the eddies are reduced.

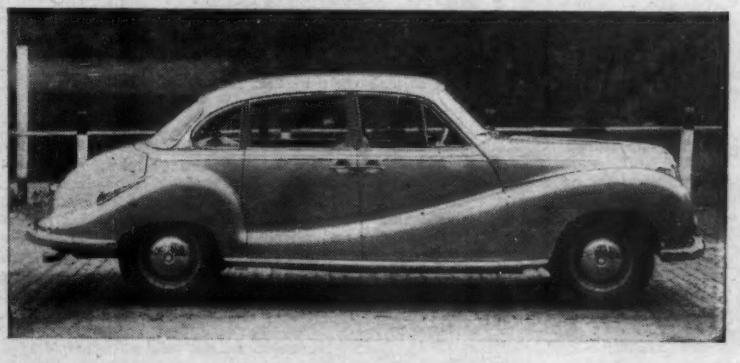
Following the recent slump in the new car market, the models now on show seem to have revived interest to a marked extent. The customer is not so free with his money as he was, and he is not, therefore, so easy to please—so much the better. The more demanding the home buyer the better the product, and hence the more attractive it is to the people overseas. Real mechanical advances are keeping pace with styling techniques which follow the fancy of fashion, and it is good to know that the beauty is more than skin deep. But anyone who lags behind in the present rush to please the customer is likely to be trampled underfoot, or swallowed by a more powerful rival.

B.M.W. Type 502—A Brief Acquaintance

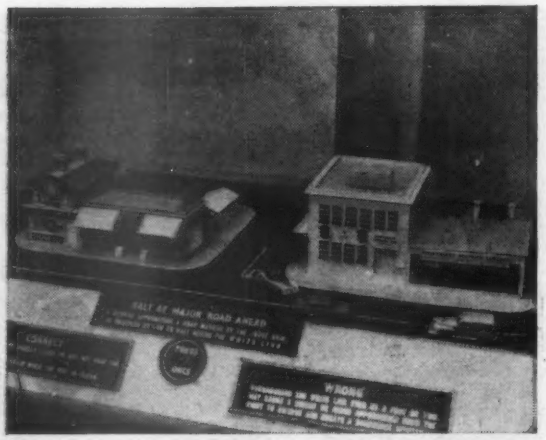
LAST year I was privileged to try the first V-eight B.M.W. Type 501 to reach this country—a revelation in silent and smooth delivery of a considerable parcel of power. This year's exhibits at Earls Court include a Type 502, with the larger alternative 3.2-litre engine, which I sampled briefly with D. A. Aldington, of A.F.N., Ltd., soon after its arrival from Germany. It was very gratifying to renew acquaintance with this make.

An immediate impression is of extra interior space and lightness compared with the 501, although both cars use similar body pressings; but the luxurious 502 has a larger rear window and pale leather trim instead of cloth. Interior woodwork and more exterior chrome are non-essentials which some folk appreciate. The short-stroke (82 × 75 mm) engine is the largest now made in Germany, although not the most powerful in terms of b.h.p. The 502 has an air of real refinement and solid worth, and last year's little niggles about transmission and brakes no longer apply.

The car sweeps away from rest with exhilarating agility, to the accompaniment of a faint, musical whine from the indirects, and a true 80 m.p.h. is indicated, rather than experienced, within a few hundred yards. A docile carriage in city traffic at 10 m.p.h., it is equally unconcerned if asked to challenge a high-speed sports car at over 100 m.p.h. in open country. This particular car had the optional vacuum servo-assisted brakes, and all other controls are correspondingly light. It is precise and stable in handling—an engineering *chef d'œuvre*. R. B.



EARLS COURT BYWAYS: ASSOCIATIONS ON PARADE



What happens when a car disobeys the "Halt" sign: the model on the RoSPA stand has forced another vehicle into the path of a third, in avoiding collision

THE adult who has not outgrown a boyish taste for scale models will have enjoyed the Royal Society for the Prevention of Accidents' stand at the Motor Show. A finger on the button activates three cars on a circuit consisting of two blocks, divided by a minor way, which emerges on to the main one at a "Halt" sign.

First, the car does the right thing, stopping completely before leaving the side road; on the second time round, however, the red model comes straight out, forcing the blue and pink car to swerve out into the path of an oncoming vehicle, a station wagon.

Here, too, copies of RoSPA's new primer *John and Betty* are displayed; the picture booklet is intended to teach young schoolchildren safe behaviour on the roads.

The Motor Industry Research Association exhibit is more sober in its presentation; colour photographs recall the work carried out at Lindley, whose proving facilities include a high-speed track, steering pad, *pavé* strip and water-splash. Ways of measuring the power losses which occur in an engine in order to overcome friction, to charge and exhaust the cylinders and to drive other accessories, are demonstrated. Two graphs show why brake squeal occurs; apparently it depends on the lining-drum friction characteristic. MIRA claim that it can be cured by a hinged ring which is pressed lightly against the drum mouth or rib.

Continuing their urban motorways campaign, the British Road Federation show a model town covering three sides of a square stand. A fast road works through it, diving underneath some existing streets then rising to a triangular junction; it is shadowed by another triangle, enabling vehicles from a third road to join the traffic stream without interrupting the flow.

Part of the British School of Motoring exhibit is a dual control two-seater; in front of the shiny, red bonnet is a picture which lights up to present various driving contingencies, so that pupils can take appropriate action. Nothing more serious than a word from the instructor, however, results from a wrong move made in this static trainer. It has been redesigned, and now bears the title "Mark V." Visitors to the stand are able to record reaction time.

The automobile clubs both feature the breakdown services; the R.A.C. the get-you-home system working by telephone communication, and the A.A. their radio road service, the transmitting station highlighted by flashes of "fork lightning" (electric blue).

Vanguard of the Rally

A NEW Standard Vanguard III estate car is seen on the Zagreb-Belgrade highway as it leads the competitors in the world's longest rally—from Switzerland to India. It is being driven by Lt. Col. Walter Mathys, who is president of the Swiss Touring Club. The rally began in Geneva and will end at Bombay. On the way competitors will pass through 12 countries and cover nearly 5,000 miles. Latest news of the leading Standard was that it had arrived at Aleppo, in Syria, without a moment's trouble on the way.

Books Received

The Motor Industry of Great Britain, 1956. Published by the Statistical Department of the Society of Motor Manufacturers and Traders, Ltd. Free to members on request; price £2 2s to non-members.

This is an annual publication, in which the S.M.M.T. record the achievements of the industry during the past year, compared with previous years. The book covers statistics relating not only to this country, but also to our main competitors.

Highly detailed, and containing some 330 pages, the volume provides the answer to almost any statistical question concerning the motor industry. The book will be found to be of particular value to the Motor Trade.

Caravan Manual, published by Caravan Publications, Ltd., Link House, Store Street, London, W.C.1. Price 10s 6d.

In a new edition, recently revised, all aspects of caravanning are discussed—mobile, holiday and residential—and particularly useful is a series of plans which would help a prospective caravanner to select a vehicle most suited to his pocket and purpose.

More attention might have been paid to recent innovations—electric brakes, for instance, get only three lines and polyester resin glass fibre vans only eight lines. Some of the illustrations are outdated.

Nevertheless, the new edition has kept the manual's essential soundness of information and instruction, and the chapter concerning caravan law has been brought up to date.

Introducing Portugal, by Cedric Salter. Methuen and Co., Ltd., 36, Essex Street, Strand, London, W.C.2. 18s.

Mr. Salter introduced Spain some time ago, with urbanity and understanding; now he does the same for Portugal, and if you are amenable to history related by one who obviously is in love with the past while appreciative of the comforts of the present, this is undoubtedly the book for you.

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ENCOURAGEMENT FOR THE INDUSTRY

AN interesting long-term forecast of the demand for cars during the next six years has been made by The Economist Intelligence Unit in the latest (September) edition of *Motor Business*. A statistical equation has been worked out, based on three factors affecting sales: income per head of the population (adjusted for tax); whether this income is rising or falling; and the relation of car prices to the general price level. The pay packet is a more important influence on the market than the cost of the car itself; price changes, although they can have an effect on the particular model selected by a purchaser, are such a small proportion of the total that income has a much greater bearing on sales. If wages or salaries are falling and the future is uncertain, people will not buy goods unless they are absolute necessities.

Running costs, incidentally, together with road conditions and competition from other means of transport, have little influence on the trend; like price changes, they affect chiefly the type of car bought.

Uncertain financial conditions may delay the replacement of existing vehicles, both private and business. There is a table to show the average age at which passenger cars reach the scrap heap, and the line has climbed rapidly during the post-war period from a point around the six- to nine-year mark to a 1955 record of over 20 years. This is attributed to the fact that car ownership has spread increasingly to the lower-income groups.

The economist's task of prognostication is made more difficult because the car market has never regained its true level since production restarted after the war. Controls such as petrol rationing and purchase tax, together with the inability to meet home demand, have created artificial sales figures. Last year was a record, but for the first time supplies were catching up with requirements; therefore, even if the credit squeeze had not appeared with its blanket of restrictions to fog the issue, the 1955 level would have been expected to drop after the back-log had been filled.

Using the equation prepared, the Intelligence Unit worked out pre-war demand and found it differed very little from the statistics of actual sales. A graph shows that post-war calculations were not so easy to estimate by statistical methods, for the reasons already discussed, i.e., the market was fluctuating. But experience in the United States would tend to confirm the suspicion that 1955 could not be regarded as a normal year; the U.S. market created a boom for itself by "borrowing" from future sales, and then dropped back about 1950-1952. The upswing over here came later, but a similar recession would be expected to follow.

It is difficult, therefore, to make any reliable estimate of future trends, but a long-term forecast is possible from statistical methods and this, backed by the intelligent analysis of the economists, should hearten the motor manufacturers. ". . . if the above arguments are accepted as plausible, the long-term prospects fully justify the energetic pursuit of existing expansion plans—in so far as the domestic market is concerned at any rate."

Two sets of figures have been worked out. The first, A, assumes that there will be a reduction in tax to 33⅓ per cent, and the second, B, works on the basis of there being little change in the present car-to-general-prices ratio; B, it is emphasized, is probably an over-pessimistic outlook, particularly as we "live in the car age." The forecast as a whole indicates the probable market when, and if, credit controls are lifted.

Estimated Car Sales: 1957-62

	Possibility A	Possibility B
1957	511,000	456,000
1958	560,000	500,000
1959	606,000	541,000
1960	654,000	584,000
1961	707,000	631,000
1962	764,000	682,000
Annual Average:	634,000	566,000

In 1955, new registrations of cars in the United Kingdom totalled 511,420.

Here and There on the Roads

BASIC Road Statistics are handily compiled in the British Road Federation's annual booklet, the 1956 edition of which is available from B.R.F. at 26, Manchester Square, London, W.1, for 1s. One interesting fact which can be worked out is that there is a vehicle to every 2.2 yards of trunk road in Great Britain—in fact, it would be impossible to accommodate them all in a nose-to-tail line on this category of highway. The total road mileage in this country has risen from 187,040 in 1954 to 188,095 in 1955—not a notable increase.

The handbook includes tables of vehicles in use and accident statistics, a section on motor taxation and one on road expenditure. A "quick comparison" shows that motor vehicle exports were £6,215,000 in 1953, and £261,941,333 in 1954.

* * *

TRAFFIC news came from all sides this week. In London, subways under the Strand from the Charing Cross side are proposed, in order to segregate the pedestrians from vehicles, for the point is a notoriously bad one, with 9,000 people crossing during a peak hour. Approval of Parliament will be needed. Escalators to street level, and a moving strip on the horizontal part, are included in the scheme.

Plans for a roundabout at the Albert Gate entrance to Hyde Park, spanned by a new office block, have been made.

The academic city of traffic unrest, Oxford, is to take its relief road controversy to the House of Lords when Parliament begins on November 6. Lord Beveridge has tabled a motion calling for a Royal Commission. The city council of Cambridge has approved plans to relieve parking in that city. These include use of 10 streets to accommodate 232 cars, six no-waiting areas, and multi-storey parks which—like parking meters—will be deferred for the present.

* * *

ABROAD, Brussels seems to have followed the example of Paris in planning tunnels. Belgium's will carry tramways, and are a measure of the anxiety congestion is causing to authorities looking ahead to the 1958 international exhibition. It will be recalled that the subway in Paris was opened in conjunction with the recently held French motor show.

There have been fewer accidents during the first week of Ireland's speed limit enforcement (from October 1). Although the reduction is roughly by a third of the average weekly rates for the first eight months of 1956, it is hoped that the figure is an augury of future trends.

* * *

THE National Safety Congress, held in London earlier this month, had a miscellany of suggestions to offer on motoring subjects. The first of three resolutions carried advocated training of learners in "defensive" driving, or how to avoid obstacles in an emergency. The Congress also sought to ensure greater proficiency of driving by making examinations compulsory before individuals could set up driving schools. The R.A.C. instructor's badge is, of course, the generally recognized qualification at the moment. Coming from a Congress concerned with safety, the next resolution was of great importance. In view of the fact that accidents still happened on pedestrian crossings, was it not time to consider whether or not these traffic devices were efficient? The question has been posed to the Ministry of Transport.

* * *

ALCOHOL on the road is an unpleasant problem, but must nevertheless be faced. In his presidential speech to the United Kingdom Alliance at Manchester last Friday, Mr. Philip Fothergill had some forthright comments to deliver about driving under the influence. Demand was made for a reliable scientific and chemical blood test for alcohol whenever a road accident occurred. Although police court returns suggested that only a small proportion of road accidents were attributable to drink, "time after time," he said, "chief constables tell a very different tale in their annual reports and in public statements." Even small quantities of drink could distort judgment, and he thought that nearly 20 per cent of road accidents could be attributed to alcohol, "as American experience and unofficial estimates here in Britain indicate."

Mr. Fothergill called for publication of at least a preliminary report from Professor Drew and his colleagues who were carrying out research into drink and road accidents; the Medical Research Council was collaborating with the Road Research Laboratory in this work.

ROME GRAND PRIX

G. P. to Behra (Maserati) : Colin Davis Wins 750 c.c. Event

THE Rome Grand Prix, Italy's last International meeting for the season, was run on the Castelfusano circuit last weekend (lap length, 4.09 miles; lap record, 108.63 m.p.h.). The programme was made up of six separate events on the Saturday and Sunday; the car covering the greatest number of miles during any one of the events became the winner of the Rome Grand Prix.

It was clear that the winner was to be found in the up to 2-litre sports car class, and Jean Behra, who actually won the event for this class, had averaged 2min 23.6sec per lap throughout the race. Competing in the 1,500 c.c. event was the Cooper-Climax which, in the hands of Salvadori, Knight and Owen, had been attacking International class records at Monza. In order to win the G.P., Salvadori had to keep his lap times below Behra's 2min 23.6sec. From the start, he led the race, his second lap time being 2min 20.3sec. All seemed well when, on the third lap, the Cooper blew up, and that was that. Musso's Osca went on to win the race (though not the Grand Prix), and Brian Naylor's Lotus-Maserati was second.

Colin Davis' car was the formula 3 Cooper he recently sold to R. B. James, borrowed back for the occasion, and fitted with a 600 c.c. Norton in place of the 500. It was a well-earned win when it is considered that, on the very fast circuit, he was giving away 150-odd c.c. to the Stanguellinis, Morettis, Abarths and so on.

During the final lap of the up to 2,000 c.c. *Gran Turismo* event, Villoresi's Maserati was involved in a serious accident. As he came round the last corner before the finishing line, he was forced to the edge of the track by another car; the Maserati went out of control, charged some straw bales and immediately overturned. He is suffering from a broken arm and leg, and it is feared that he may have a spine fracture as well.

PROVISIONAL RESULTS

Gran Turismo: Up to 2.000 c.c.: 1, Maserati (Morolli), 95.39 m.p.h.; 2, Fiat 8V (Scarpiotti). **Up to 1.300 c.c.:** 1, Alfa Romeo (Bonnier), 90.69 m.p.h.; 2, Alfa Romeo (Molteni). **Special Series Touring: Up to 1.300 c.c.:** 1, Alfa Romeo (Cavallini), 87.80 m.p.h.; 2, Lancia Appia (Nataloni). **Racing Cars: Up to 750 c.c.:** 1, Cooper (C. C. H. Davis), 94.92 m.p.h.; 2, Stanguellini (Pirocchi).

Sports Cars: Up to 2.000 c.c.: 1, Maserati (Behra), 103.60 m.p.h.; 2, Maserati (Schell); 3, Ferrari (Frere); 4, Ferrari (Starabbia); 5, Ferrari (Cortese); 6, Maserati (Bonnier). **Gran Turismo: Over 2.000 c.c.:** 1, Ferrari (de Portago), 97.36 m.p.h.

RECENT RESULTS

BECAUSE of the pressure on space in the three Motor Show issues of *The Autocar* it has not been possible to give full coverage to recent sporting events. The results of the major British meetings which have not already been covered are given below.

Lancashire and Cheshire C.C.

OULTON PARK, Saturday, October 13

RESULTS (lap distance 2.73 miles)

Scratch races

750 and 1,172 formulæ (5 laps): 750: 1, Austin (D. Rees), 67.45 m.p.h.; 2, Austin (M. J. Harris); 3, L.R.M. (R. D. Lee). **1,172:** 1, Lotus (J. W. Anstice Brown), 68.21 m.p.h.; 2, Lotus (G. E. Holland-Martin); 3, Lotus (M. J. Buckingham). **Sports cars (5 laps): Up to 3.000 c.c.:** 1, Lotus-Maserati (J. B. Naylor), 77.53 m.p.h.; 2, Cooper-Climax (A. E. Marsh); 3, Cooper-Climax (A. McMillan). Fastest lap: A. E. Marsh, 80.5 m.p.h. **Over 3.000:** 1, Jaguar D-type (R. E. Berry), 79.09 m.p.h.; 2, Jaguar C-type (M. Trimble); 3, E.R.A.-Jaguar (K. Flint). Fastest lap: R. E. Berry, 82 m.p.h. **Sports cars up to 1.500 c.c. (5 laps):** 1, Lotus (Hon. E. G. Greenall), 78.59 m.p.h.; 2, Cooper-Climax (A. E. Marsh); 3, Cooper-Climax (G. Nixon). Fastest lap: Hon. E. G. Greenall, 80.2 m.p.h. **Sports cars up to 2.000 c.c. (5 laps):** 1, Cooper-Bristol (N. Campbell Blair), 79.19 m.p.h.; 2, Lotus (T. Dickson); 3, Cooper-Climax (A. McMillan). Fastest lap: T. Dickson, 81 m.p.h.

Handicap races

Cars up to 1.000 c.c. (5 laps): 1, Renault (P. Grant), 54.07 m.p.h.; 2, Fiat (C. A. Pashley); 3, Fiat (A. C. Hicks). Fastest lap: Fiat (J. E. Howell), 56.15 m.p.h. **Vintage and Aston Martin cars (5 laps):** 1, Bugatti (F. Wall), 76.58 m.p.h.; 2, Bugatti (D. F. Mallalieu); 3, Aston Martin (Miss P. Burt). **Production and modified touring cars (5 laps):** 1, Healey (E. B. Wadsworth), 67.43 m.p.h.; 2, Fiat (C. A. Pashley); 3, Renault (P. Grant). Fastest lap: Aston Martin (Miss P. Burt), 73.63 m.p.h. **Racing cars (10 laps):** 1, Bugatti (D. F. Mallalieu), 67.55 m.p.h.; 2, Turner-M.G. (I. S. Munn); 3, Cooper (T. Taylor). Fastest lap: Jaguar D-type (R. E. Berry), 76.65 m.p.h. **Sports cars (15 laps): A:** 1, Fiat-B.M.W. (J. H. Gee), 71.46 m.p.h.; 2, Austin-Healey (W. A. Bemrose); 3, Healey (E. B. Wadsworth). Fastest lap: J. H. Gee, 73 m.p.h. **B:** 1, Lotus (T. Dickson), 77.68 m.p.h.; 2, Lotus (Hon. E. G. Greenall); 3, Cooper-Climax (G. G. Summers). Fastest lap: R. E. Berry, 81.4 m.p.h.

West Essex Car Club

STAPLEFORD HILL CLIMB, October 14

PROVISIONAL RESULTS

Fastest time of the day: Cooper-J.A.P. 1.098 (A. P. Rivers-Fletcher). **46.44sec. Runner-up:** Cooper-J.A.P. 500 (R. W. Colton), 49.78sec.

Tim Birkin Trophy (fastest Bentley on handicap): 3-litre (H. L. Halkyard), 65.08sec.

Fastest time by lady driver: Cooper-Zephyr 2.262 (Miss R. Sears), 57.54sec. **Fastest time by W.E.C.C. member:** Arnott 500 (D. H. Pollard), 52.11sec. **Fastest time by W.E.C.C. member driving saloon or sports car:** Austin-Healey 2.660 (E. L. Hollis), 54.90sec.

Saloon cars up to 1.000 c.c.: 1, D.K.W. 896 (C. D. MacCarthy), 63.42sec; 2, Standard Ten 948 (T. J. Threlfall), 67.53sec. **1.001 to 1.300:** 1, Volkswagen 1.192 (M. J. Kingham), 62.31sec; 2, Volkswagen 1.192 (J. W. McCrary), 63.65sec. **1.301 to 2.100:** 1, M.G. Magnette 1.489 (J. R. Waller), 59.30sec; 2, M.G. Magnette 1.489 (R. C. Lanewith), 65.18sec. **2.101 to 3.000:** 1, Ford Zodiac 2.553 (S. T. Rees), 58.52sec; 2, Ford Zephyr 2.262 (J. Farrell), 64.13sec. **Over 3.000:** Jensen 541 3.993 (N. W. Graham), 57.51sec.

Sports cars up to 1.300 c.c.: 1, Lotus 1.172 (G. D. Henessey), 56.31sec; 2, M.G. TD 1.250 (P. J. Arundell), 57.15sec. **1.301 to 1.500:** 1, Porsche Carrera 1.498 (K. S. Richardson), 56.44sec; 2, M.G. A 1.489 (A. T. Foster), 56.71sec. **1.501 to 2.700:** 1, Frazer-Nash 1.971 (H. Orr Ewing), 53.18sec; 2, Austin-Healey 2.660 (S. C. Newman), 53.76sec. **Over 2.700:** 1, Bentley 4.398 (G. H. G. Burton), 53.78sec; 2, Mercedes-Benz 300SL 2.996 (C. T. Atkins), 55.38sec.

Bentley cars (handicap): 1, Bentley 3.000 (H. L. Halkyard) h'cap.15sec. 65.08sec; 2, Bentley 4.398 (M. J. Bradley) 3.1sec, 55.24sec.

Sports cars, any trim, up to 1.200 c.c.: 1, Lotus 1.172 (K. D. Laverton), 52.14sec; 2, Elva-Ford 1.100 (C. P. McNaughton), 53.81sec. **1.201 to 1.500:** 1, M.G. TD 1.467 (W. P. U. Constable), 55.98sec; 2, Porsche 1.488 (D. S. Jenkinson), 59.28sec. **1.501 to 2.000:** Frazer-Nash 1.971 (J. R. Rudd), 52.08sec. **Over 2.000:** 1, Jaguar XK120C 3.442 (D. Lewis), 50.84sec; 2, Austin-Healey 2.660 (S. C. Newman), 54.08sec.

Racing cars up to 250 c.c.: 1, J.B.S. 250 (H. B. Pickett), 63.57sec; 2, Smith-Anzani 250 (E. R. Harris), 64.79sec. **251 to 500:** G.M. 500 (F. J. Mays), 50.65sec. **501 to 1.500:** E.R.A. 1.488 s (W. F. Moss), 50.41sec. **1.501 to 2.500:** Connaught 1.967 (C. T. Atkins), 50.05sec.

Seven-Fifty Motor Club

TARRANT RUSHTON, October 21

RESULTS

Fastest time of the day: Tojeiro 1.971 (A. M. Park), 18.44sec.

Fastest saloon or touring car: Allard 5.400 (P. L. Farquharson), 22.06sec. **Fastest sports car:** Tojeiro 1.971 (J. Buncombe), 19.43sec.

Class awards

Saloon and touring cars up to 1.500 c.c.: 1, Volkswagen (M. J. Kingham), 23.91sec; 2, Morris Minor (T. W. Brown), 24.54sec; 3, M.G. (F. J. Tiedeman), 24.69sec. **1.501 to 2.500:** Riley (R. Cooper), 22.73sec. **Over 2.500:** Invicta (J. Shutler), 22.12sec.

Sports cars, 750 formula: 1, Austin (J. French), 25.31sec; 2, Austin (N. Davis), 23.96sec; 3, Austin (P. E. Stanley), 24.32sec. **1.172 formula:** 1, Grayford Spl. (S. Gray), 22sec; 2, Waddup Spl. (G. L. F. Waddup), 22.07sec; 3, Ford Spl. (K. Newland-Hodges), 22.66sec. **Up to 1.200 c.c.:** Buckler Ninety (C. Derek Buckler), 21.89sec. **1.201 to 1.500:** 1, Porsche (S. Wilder), 19.91sec; 2, Lotus (E. Willmott), 20.30sec; 3, Tojeiro (J. Flander), 20.45sec. **1.501 to 2.500:** 1, Frazer-Nash (J. R. Rudd), 19.79sec; 2, Tojeiro (J. Flander), 20.04sec. **Unlimited:** 1, Mercedes-Benz (C. T. Atkins), 19.56sec; 2, Cripps Spl. (W. L. Cripps), 19.80sec; 3, Cripps Spl. (J. A. F. Cripps), 20.15sec. **Vintage:** 1, Bentley (R. P. Bradley), 21.37sec; 2, Bentley (B. R. Eastick), 23.01sec; 3, Bentley (M. J. Bradley), 22.45sec.

Racing cars up to 500 c.c.: Staride (E. Fenning), 19.46sec. **501 to 2.000:** 1, Cooper (T. Dryver), 18.88sec; 2, Connaught (C. T. Atkins), 19.05sec; 3, Rapier (D. Richmond), 19.23sec. **Unlimited:** 1, Connaught (C. T. Atkins), 19.42sec; 2, H. W. M. (A. Mann), 20.14sec.

Maidstone and Mid-Kent M.C.

BOSSOM TROPHY TRIAL, October 21

RESULTS

Bossom Trophy (best performance): S.C.S. 1.172 (R. Chappell), 25 marks lost. **Anstey Trophy (second):** Cannon VII 1.172 (G. Newman), 31. **Kenneth Riley Trophy (third):** M. and L. 1.172 (M. Lawson), 35. **Founders Trophy (fourth):** B.B.S. 1.172 (B. Blundell), 35.

First-class awards: Austin 750 (R. Davis), 39; Cannon 1.172 (M. Cannon), 42.

Team award: R. Chappell, G. Newman and B. Dees (P.A.B.).

CLUB NEWS

Shenstone and District C.C.—The Chase Trophy Trial on Sunday, November 4, is a qualifying event for the R.A.C. Trials Championship, and entry is open to members of Sunbac, Hagley and D.L.C.C., Leicestershire C.C., Sheffield and Hallamshire C.C., North Midland M.C., B.A.R.C., Coventry and Warwickshire C.C. and the promoting club, and to registered entrants in the R.A.C. championship. The trial, which will take place in Staffordshire, is of a fully sporting nature, and the road mileage will be cut down as much as possible. All competing cars must comply with the R.A.C. National formula for trials cars. The entry fee is £1 5s (or £1 for members of the organizing club), and entries should be sent before Monday, October 29, to the secretary of the meeting, E. K. Ashby, 21, Branton Hill Lane, Aldridge, Staffordshire.

North Staffs M.C.—The results of the race meeting held at Silverstone on Saturday, October 6, are as follows:—

Scratch races: 750 formula (6 laps): 1, Austin (E. Millard), 62.18 m.p.h.; 2, Austin (D. Rees); 3, Austin (P. E. Stanley). **1.172 formula (6 laps):** 1, Lotus (K. D. Laverton), 65.56 m.p.h.; 2, Waddup Spl (G. L. F. Waddup); 3, Lotus (M. J. Buckingham). **Sports cars up to 1.250 c.c. (6 laps):** 1, Lotus-Climax 1,098 (W. S. Frost), 76.61 m.p.h.; 2, Lotus-Climax 1,098 (J. J. Richards); 3, Cooper-Climax 1,098 (A. McMillan). **Up to 1.500 (6 laps):** 1, Lotus-Maserati 1,484 (J. B. Naylor), 77.77 m.p.h.; 2, Lotus-Climax 1,098 (W. S. Frost); 3, Lotus-Climax 1,098 (J. J. Richards). **Up to 2.700 (6 laps):** 1, Lotus-Maserati 1,484 (J. B. Naylor), 75.90 m.p.h.; 2, Lister-Bristol 1,971 (A. Moore); 3, Lister-Bristol 1,971 (A. J. Nurse). **Unlimited (6 laps):** 1, Aston Martin 2,922 (T. Ryffin), 78.12 m.p.h.; 2, Lister-Bristol 1,971 (A. Moore); 3, Jaguar 3,442 (M. W. Head). **Formula 3 (10 laps):** 1, Cooper-Norton (L. E. Raby), 75.71 m.p.h.; 2, Cooper-Norton (H. C. Taylor); 3, Cooper-Norton (T. Taylor). **Formule libre (10 laps):** 1, Lotus-Maserati 1,484 (J. B. Naylor), 78.53 m.p.h.; 2, Aston Martin 2,922 (T. Ryffin); 3, Jaguar 3,442 (M. W. Head).

Handicap races: Production saloon and sports cars (5 laps): 1, Triumph TR2 1,991 (L. B. Mayman), 67.51 m.p.h.; 2, Healey Silverstone 2,443 (H. G. Cutler); 3, Jowett 1,486 (A. Thomas). **Racing cars (10 laps):** E.R.A. 1,488 (W. F. Moss), 79.10 m.p.h.; 2, Lister-Bristol 1,971 (A. Moore); 3, Jaguar 3,442 (H. C. Taylor). **Sports cars (6 laps each): A:** 1, Riley 1,089 (C. W. Thomas), 64.32 m.p.h.; 2, Buckler 1,172 (R. W. Wickson); 3, Elva 1,098 (J. P. McNaughton). **B:** 1, M.G. saloon 1,098 (J. M. Sparrowe), 62.55 m.p.h.; 2, Lotus-Climax 1,098 (W. S. Frost); 3, Lotus-M.G. 1,467 (E. F. Bloxham). **C:** 1, Jaguar 3,442 (M. W. Head), 77.85 m.p.h.; 2, Jaguar (H. C. Taylor); 3, Aston Martin 2,922 (J. B. Naylor).

Sunbac.—The Vesey Cup Trial, held on Sunday, October 21, started and finished at Craven Arms, Shropshire. The results are as follows:

Vesey Cup (best performance): Cotton 1,172 (R. Kemp), 210 marks lost. **Walton-Gwynn Bowl (runner-up):** T.M. Spl 1.172 (A. E. Marsh), 250. **First-class award:** M.H. Spl 1,172 (M. Hazelwood), 240. **Second-class award:** Special 1,172 (B. J. Bodenham), 280.

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The Mackintosh-Phillips Volkswagen sets off on one of the special tests near Bakewell, in Derbyshire, towards the finish of the Rally

The FOGGY, FOGGY NIGHT

Dirty Weather for the Rally of the Dams

ONE hundred and ninety competitors set off on the Saturday night before Show week from London, Manchester, Bristol and Harrogate on the Rally of the Dams; as soon as most of them had set foot outside their front doors it was evident there was a foggy night ahead.

The cars from Manchester and Harrogate met at Lincoln and followed a common route to the main control just north of Ashbourne, where the Rally really started. Those from London and Bristol linked at Kenilworth and went together through Lichfield northwards. Then, filled with petrol and food, cars and crews set off north-east towards Chesterfield.

Fog-piercing lamps were weird and wonderful in their varieties. The Triumph TR2, entered by G. P. K. Suddards, wore two orange head-lamp discs that gave it rather the look of the rear view of a Vanguard with its oversize tail lights. But the lamp discs did not prevent the crew from becoming lost, and they were seen in some most unlikely places, enjoying every minute of it.

A compulsory circuit, with a set average of 30 m.p.h., started from a control a few miles north of Matlock; it included a very tight hairpin which required reverse from nearly everybody. A rough track led over the delightfully named Slag Hills, and down through the woods and the mist into a stream.

There was no warning of the water; it was not deep, but there were odd rocks and holes. C. K. Angus' M.G. A swept its way through and emerged dripping the other side. C. B. Taylor stalled the engine of his Triumph, and others came through the watery depths with clanking number plates and exhaust pipes amidst clouds of steam. One crew took the sight of *The Autocar* staff man to be a guarantee that they were on the right route, but he, in fact, was not sure where he was.

Controls manned by the unsung heroes of all rallies and trials—the marshals—loomed up in the night. At one desolate spot with a backcloth of a quarry and only a stray cat for company, a cheerful character in a side-valve Morris Minor convertible kept lonely watch. At this control the arrival and departure of G. H. F. Parkes' Jaguar hardtop, with an enthusiast squeezed into the "rear gunner's" seat and behind driver and navigator, was something to be seen.

On the main Chesterfield to Chapel-en-le-Frith road, club officials at a main control warned of a hold-up, and sure enough, at the bottom of a muddy hill could be seen the massed rear lights of the cars, on a grassy lane a mile or two south of Peak Forest. A few early numbers, including Parkes' Jaguar and G. M. R. Pearson's diesel-engined Mercedes, got through, but someone stuck. The only method to climb non-stop was flat in second, but this was impossible for the later arrivals.

There were cars all over the place—a Silverstone Healey had tried hard, but was boiling furiously; V. Wood's Ford Zephyr, J. B. Hall in a Morris Eight, and J. J. Blackburn with another Zephyr were amongst those who, eventually, managed to turn round and get back to the hard highway. After all this the control in the lane was moved, and the hill by-passed.

K. Wilkinson (Mark V Jaguar) did not get this far, for a half-shaft broke and the crew waited for a tow back to Sheffield. Throughout the night the fog lay in wait in the hollows and round corners. Up on the hill top head lamps seemed to be shining from all quarters as the Rally spread itself over Derbyshire. During the night, route "B," consisting of eighty-six map references, was covered. Because of the weather and the need for concentration on navigating and driving, few people saw the country which gives the Rally its name, but the dams and reservoirs were there, amongst the hills and dales.

Off through the grass-surfaced lanes hemmed in by the stone walls to the special tests on Route "C," where there was a garaging test with a tricky bank, on which low exhaust pipes impinged. A. H. Hill's Renault Dauphine promised well here, but he stalled the engine as he reversed out. Then down the hill to the brake test, and into the fog again towards Bakewell and the finish at Sheffield.

H. J. O'Connor-Rourke reverses out of the "garage" during one of the tests, while navigator H. K. Joseph, anxiously looks on

PROVISIONAL RESULTS

Regent Cup (best performance): M.G. 1,489 (H. E. Rumsey and W. Cave*).

Brindley Trophy (runner-up): M.G. 1,489 (D. C. Bull and A. N. Jones*).

Category winners: Production touring cars: Renault 845 (A. R. Hill and H. Beamont*); **Grand touring and modified touring cars:** Triumph 1,991 (J. W. Waddington and J. M. Wood*); **Production sports and special cars:** A.C. Ace 1,991 (J. Claxton-Smith and J. C. Hanson*).

Class awards: Production touring cars up to 1,000 c.c.: 1, Austin A.30 800 (A. T. Fisher); 2, Standard 948 (J. C. Strawson). **1,001 to 1,300:** 1, Ford Anglia 1,172 (W. H. Morgan); 2, Volkswagen 1,192 (A. M. Piggott); 3, Volkswagen 1,192 (W. G. E. McIntosh). **1,301 to 2,000:** 1, Lancia 1,352 (J. Maltby); 2, Mercedes-Benz 1,786 (G. M. R. Pearson); 3, Sunbeam Rapier 1,390 (R. P. Monk). **Over 2,000:** Sunbeam Talbot 2,267 (J. B. Laing); 2, Ford Zephyr 2,553 (G. F. Faulkner); 3, Standard Vanguard 2,088 (L. S. de Meza). **Grand touring and modified touring cars up to 1,000 c.c.:** Morris 916 (M. J. Collins). **1,001 to 1,300:** Fiat 1,089 (D. W. Watkin). **1,301 to 2,000:** Triumph TR3 1,991 (M. M. Wallace). **Over 2,000:** Jaguar 3,442 (G. H. F. Parkes). **Production sports and special cars up to 1,500 c.c.:** 1, M.G.A. 1,489 (C. K. Angus); 2, M.G. TD (Mrs. P. Forster). **1,501 to 2,000:** 1, Triumph TR2 1,991 (R. A. Gouldbourne); 2, Morgan 1,991 (A. L. Yarranton); 3, Morgan 1,991 (A. Newsham). **Over 2,000:** Austin-Healey 2,660 (T. M. Blockley).

Ladies' award: M.G. TD (Mrs. P. Forster and Mrs. Still*).

Best Sheffield and Hallamshire M.C. member: Standard 948 (J. C. Strawson).

Old Favourites award: Ford 1,172 (R. Hammond).

Team award: A. M. Piggott, L. S. de Meza and D. C. Bull.

* Navigators' award.

The Sport

DRIVER PLANS
MONZA ACTIVITIES
VETERAN RUN

THIS MOTOR SHOW period, which roughly marks the end of the summer's racing in this country, seems always to bring with it a spate of exciting news—and rumours by the score—of next season's plans. There are the F.I.A.'s rulings and pronouncements concerning next year's *grandes épreuves*, sports car races, and rallies—all to be discussed and pulled to bits; there is the inevitable guesswork and wild conjecture as to who is going to drive what, and for whom, next season; there are various record attempts—Monza is the scene of intense activity just now; there are the Venezuelan G.P. (November 4), the Bahamas Speed Week, Australian and New Zealand races and the Argentine season in the offing—and so on. All-in-all, instead of being the rather gloomy end-of-everything for a few months, it is an intensely interesting period of looking forward and planning.

Working on the idea that if you cannot stop a racket, join it—here are some of the driver conjectures: Moss has been doing a lot of testing with Vanwalls at Silverstone recently, has completed a lap in 1min 39.6sec (over 106 m.p.h.—present official lap record stands at 102.3 m.p.h.), has always wanted to drive a British car, and might even forsake Maserati; at the time of going to press he had yet to do the three-hour test at Oulton Park with the Vanwall. Behra has already renewed his contract with Maserati; he never seemed wildly happy about playing second fiddle to Moss in the team, and could have been influenced in his decision by the possibility of Moss going elsewhere. Recently Behra has spent a lot of time at Modena among the cars he will drive next year.

Castellotti, for personal reasons, is as yet undecided; Musso, too, has not made up his mind. Whether, after Monza, he will be asked to drive again for Ferrari remains to be seen. Fangio, too, has made no final decision; before he left for the Argentine he is said to have told Enzo Ferrari that he has no intention of signing up with anyone else, but he has received offers from both Maserati and Vanwall. It seems likely that, unless somebody can offer him something quicker, he will keep to the cars which won him the World Championship this year.

Peter Collins, who is extremely popular with the Italians after his gesture in the Italian G.P., may well decide to throw in his lot with Ferrari again next year—Portago has already done so. Connaught have signed Archie Scott-Brown, Jack Fairman and Les Leston, and have invited S. Lewis-Evans to drive after his fine display at Brands Hatch. Of the big names in rallies, Ronnie Adams, this year's Monte Carlo winner, is to drive for Fords; also in this team are the Harrisons, father and son, and Ann Hall.

BERGHE VON TRIPS has signed with Ferrari for next year, and will drive both formula 1 and sports cars as well as formula 2. He recently returned to Stuttgart from Modena where he tried several different cars, and was only seven tenths of a second slower than Musso on the Monza autodrome in the formula 1 car. He will go to the Argentine for the Grand Prix.

The new Mercedes-Benz 300 SLS (SL convertible) is not powered by the eight-cylinder W196 engine, but a tuned version of the 300SL six-cylinder. Porsche will definitely not be building cars for the new formula 2; sports cars are their main occupation, and Ferry Porsche feels that a formula 2 racing programme would impose too much work on their sports car racing department. The new RS Spyders are to be sold to private customers after all, and the first two are being sent to the U.S.A.

AT THE RECENT F.I.A. gatherings, Russia was admitted to the organization—on the customary two-year probation period. The affiliated club is the Auto Motor Club of Moscow, which becomes the recognized parent body of Russian motor sport and has a membership of some 300,000.

MONZA HAS BEEN buzzing with activity recently. First there were Mackay Frazer's Class G runs in the 1,100 c.c. Climax-engined Lotus—same car that he used at Imola with a 1,500 c.c. engine, and fitted with a bubble, Perspex cockpit cover for the record runs. From his three outings the following best speeds are subject to official confirmation before becoming class records: 50 km, 138 m.p.h.; 50 miles, 138 m.p.h.; 100 km, 137.2 m.p.h.; 100 miles, 137.5 m.p.h.; 200 km, 137.5 m.p.h.; 1 hour, 137.4 m.p.h.

Then there was the little Abarth which, in the hands of Poltronieri, Cattini and Thiele, set up the following five records (yet to be confirmed, of course) in the 250 to 500 c.c. class: 500 miles, 93.27 m.p.h.; 6 hours, 93.26 m.p.h.; 1,000 km, 92.21 m.p.h.; 1,000 miles, 91.96 m.p.h.; 12 hours, 91.96 m.p.h.

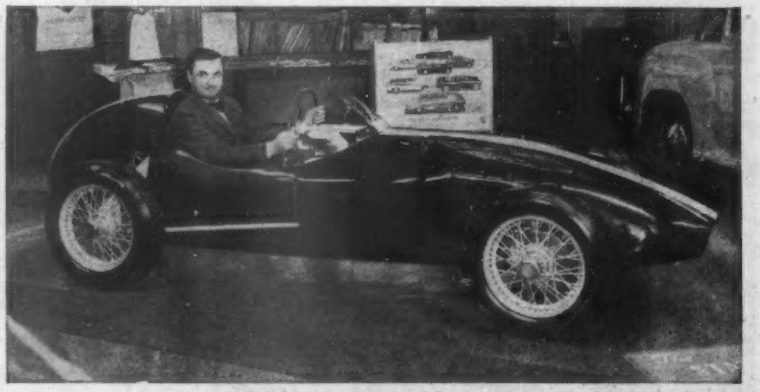
Castellotti has been carrying out tests with a formula 1 Ferrari, with a fastest lap of the complete Grand Prix circuit at a speed of 133.95 m.p.h. (lap record, Moss, Maserati, 135.40 m.p.h.). The Ferrari, incidentally, was on Firestone tyres, not the usual Englebert. Tony Brooks and Ron Flockhart have been carrying out prolonged high-speed tests of the latest, high cockpit-sided versions of the B.R.M. Modifications are to be carried out in the light of lessons learned, and further tests will be made in the spring.

The Cooper achievements included the seven Class E (2,000 c.c.) records published in this column last week, and a 1,100 c.c. (Class G) record speed of 131.9 m.p.h. for 200 miles. The object of the visit was largely to test the formula 2 chassis components over long distances. After the runs the car continued to the Rome G.P. at Castelfusano (reported on page 670).

M. PEROUSE, president of the C.S.I., together with two other members, is to go to America shortly and study the sporting scene over there. The object of the visit will be to appoint a replacement for the "Three As," which resigned last December its position as administrator of motor sport in America. Since the A.A.A. threw its hand in, the C.S.I. has issued to race organizers temporary organization permits.

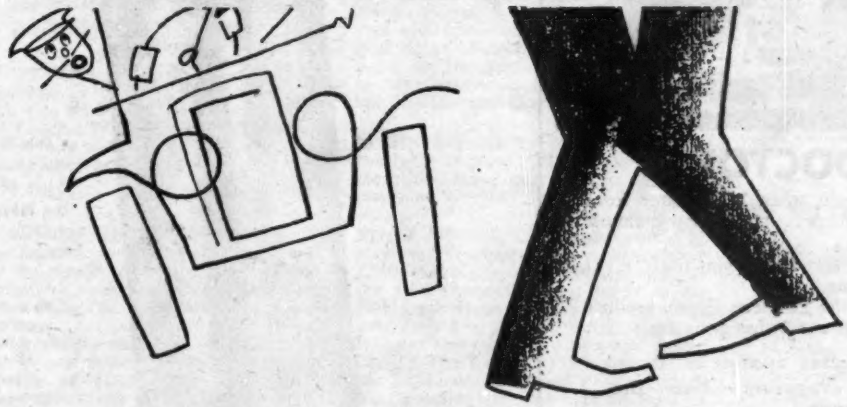
ON NOVEMBER 4 comes the Diamond Jubilee of the Brighton Run—or, to give it its proper title, the R.A.C. Veteran Car Run, from London to Brighton. It is a constant source of wonder to me that although the regulations remain unchanged from year to year, and continue to specify that the cars taking part must have been constructed before the end of 1904, the number of entries increases year by year. The Emancipation Run was first held, in celebration of the newly acquired freedom of the roads, in 1896—in November, so November it has been ever since. It is a great pity that at the time nobody had the foresight to run it in the summer, instead of this "season of smog and yellow frightfulness," but there it is.

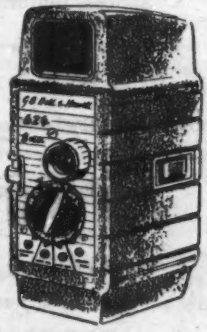
The first car sets off at 7.30 a.m. from Hyde Park on the Sunday morning, and, wings and head lamps a-quiver, picks its way to the Madeira Drive, Brighton; the remainder of the 230-odd cars follow in pairs at minute intervals. Entries so far include L. and S. Lewis-Evans in an 1896 Benz dogcart, my predecessor "Sammy" Davis' Leon Bollée, "Beelzebub"; R. J.



One-man Show: Brian Lister's new formula 2 car is on view at Rickard's showrooms in Brick Street, Mayfair. With the single-cam FPF Climax engine, it has a dry weight of 6¼ cwt

SHOOT A POLICEMAN ON POINT DUTY?





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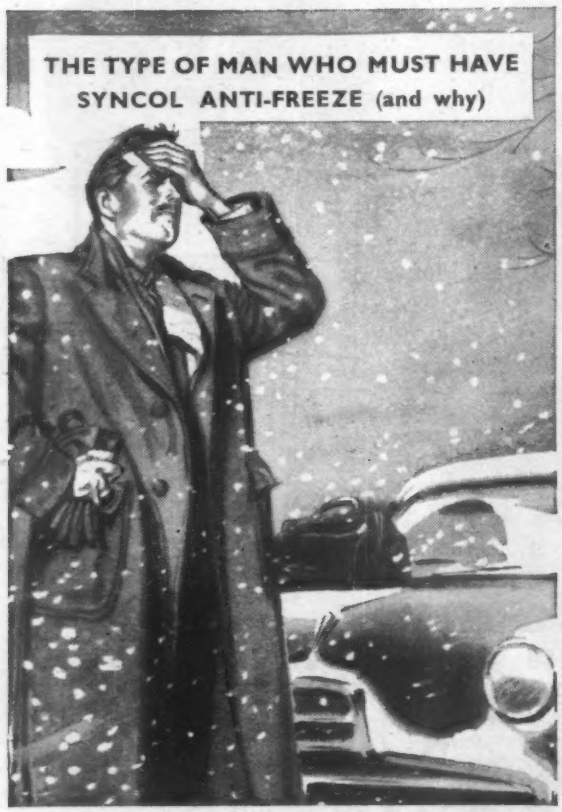

THE DOCTOR

There was a terrible night when his radiator froze although it had an anti-freeze . . . and a life was almost lost because of the delay.

Does it matter which anti-freeze you use? Yes! They are *not* "all the same."

Syncol Anti-Freeze is the Ethylene Glycol product that gives *absolute* protection. It has everything.

1. **Syncol stops freezing even at 35° frost.**
2. **Syncol *cannot* evaporate — lasts the whole winter through.**
3. **Syncol inhibits rust and discourages scaling.**
4. **Syncol is more economical.**

On sale at Garages and Halford shops.

This Winter be sure – choose Syncol

Syncol

ANTI-FREEZE **INHIBITED TO DTD 779**

MANUFACTURED BY SYNTHITE LTD., WEST BROMWICH, STAFFS.
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A MEMBER OF THE TENNANT GROUP OF COMPANIES

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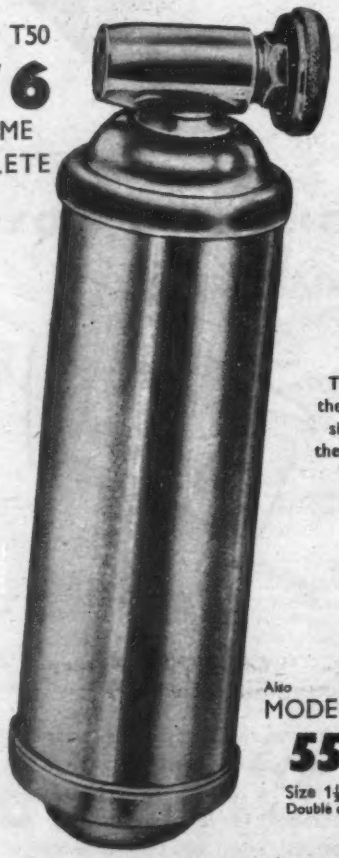
Here's the NEW

BRADEX *CHLORO-JET* !

- **HANDIEST**
- **SUREST**
- **FINEST FIRE PROTECTOR EVER**

MODEL T50
39'6
CHROME
COMPLETE



This is the actual size of the Model T50.

Also
MODEL T54
55'-
Size 1½"×9½"
Double capacity

GET YOUR **BRADEX** ★ TODAY

FROM YOUR GARAGE OR DEALER

WHO WILL CONFIRM THAT A **BRADEX CHLOROBROMOMETHANE** PRESSURE FILLED EXTINGUISHER IS THE FINEST FIRE PROTECTOR YOU CAN CARRY ON YOUR VEHICLE.

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Supplied through all leading wholesalers.

The Sport

Stevens in a Stevens designed by his father in 1899; a four-seater Lutzmann which is believed to be the first car ever to appear on the streets of Manchester; an 1899 Star, whose engine, in 1932, was being used to drive a sawbench, and which was a bomb casualty during the war; chairman of the R.A.C., Wilfrid Andrews' 1901 Benz 2-seater, which has completed the run on three occasions—and an 1898 de Dion Bouton which, though clutchless, is not equipped with automatic transmission!

RESULTS OF THE recent Australian Mobilgas Economy Run (October 18-20) are as follows: 1, Goliath, 51.09 m.p.g. (63.04 ton-m.p.g.); 2, Simca Elysée, 48 m.p.g. (58.97 ton-m.p.g.); 3, Peugeot, 42.25 m.p.g. (58.36 ton-m.p.g.). Class winners: Up to 1,100 c.c., Goliath, 51.09 m.p.g. 1,501 to 2,500 c.c., Jaguar, 33.76 m.p.g. Over 2,500 c.c., Morris Isis, 33.44 m.p.g. Special Class, permitting free-wheeling: Rover 90, 31.63 m.p.g.

OVERCROWDED CALENDAR, indeed: Now the Moroccan Grand Prix (October 27) and the Rallye du Maroc (November 8-10) have been added to it.

EXCELLENT Midnight Film Matinees organized by the B.A.R.C. to be held again this year at Curzon Cinema, Mayfair, London, W.1. Same programme will be run for a week in February, one night laid aside for interested members of other clubs.

THE UNDEVIATING devotion to vintage Bentleys seems never to grow less, and the Bentley Drivers' Club goes from strength to strength. At last Saturday's dinner-dance at the Dorchester Hotel, president Stanley Sedgwick (whose speech was the only one) said that membership now stands at 1,270 and that, at intervals of roughly three months, a newly discovered vintage Bentley joins the fold . . . which is remarkable when you think that the last was built roughly a quarter of a century ago. Guests at the dinner included "W.O." himself, who started it all, Frank Clement, who drove in every Le Mans in which a vintage Bentley took part, the jovial "Bertie" Kensington-Moir, Prince Chula Chakrabongse, R. F. Messervey, director of Bentley Motors and long-standing friend of the Club, and Sir John Knott-Bower, Commissioner of the Metropolitan Police. In his speech, Sedgwick announced that, in memory of L. C. Mackenzie, a scrutineering shed is to be built at Silverstone. A fund is being raised from members of the B.D.C. and from all other clubs with which "Mac" was associated. The B.R.D.C. has undertaken to pay rates and to lay on the "essential services," and the shed will be available at all meetings—club meetings included. A better way of perpetuating the memory of the popular and well-liked "Mac" would be difficult to find—as anyone who has tried to paint racing numbers on a wet car in pouring rain will appreciate.

Prizes were presented by "W.O." An impressive and dramatic moment occurred when the winners of the Rolls-Royce Challenge Cup were announced; the engines of George Burton's 4½-litre-engined 3-litre, and Mark Hollis' 3-litre burst into life, a curtain swept aside and the cars moved forward towards the dinner tables.

ON MAY 19 next year, the Automobile Club de l'Ouest is to celebrate its *Cinquantenaire* with a Grand Prix for formula 3, and a three-hour event for women. The dates for the 24-hour race remain June 22 and 23.

IT SEEMS that, after all, Fangio will drive a Ferrari in the Venezuelan Grand Prix at Caracas on November 4. Enzo Ferrari has officially authorized his driving a 3½-litre car. Moss and Behra are to drive Maseratis, and da Silva Ramos and dos Santos, Gordinis.

LOUIS ROSIER'S condition continues slowly to improve. He is now able to move his arms, but his legs are still paralysed.

RILEY MOTOR CLUB membership, at home and overseas, now numbers over 1,500, said Victor Riley, the president, at the Club's annual dinner-dance at the Park Lane Hotel last Friday. Speeches were limited to those of Victor Riley and Rodney Walkerley, who proposed "The Club." There was only one presentation, the Duckham Memorial Trophy, which was awarded to Bob Porter for his remarkable feat in covering 108.03 miles in the hour at Montlhéry last year in a Riley Pathfinder with four up. There was just about a full house at what is rightly held to be one of the happiest parties of the year.

PETER GARNIER

COMING SHORTLY

OCTOBER 26.—Forces M.C. Annual dance, St. Pancras Town Hall, Euston Road, London, N.W.1, 8 p.m.
27.—B.A.R.C. (East Sussex Centre). Night navigation rally, Fairlight Cove Hotel, near Hastings, Sussex, 6.30 p.m.
27.—Forces M.C. Annual general meeting, Butchers' Hall, 87, St. Bartholomew's Close, London, E.C.1, 6.30 p.m.
27-28.—Blackpool and Fylde M.C. Blackpool Rally driving tests and inter-area challenge match.
27-28.—Sunbac and B.A.R.C. (Yorkshire Centre). Airline Rally, New Inns Hotel, Alsop-en-le-Dale, Derbyshire, 10.30 p.m.
27-28.—Tunbridge Wells M.C. Night navigation rally, Shelley Arms Hotel, Nutley, Surrey, 9 p.m.
27-28.—Falcon M.C. Guy Fawkes 200 Trial, starting from London, Birmingham, Southampton and Taunton.
28.—Sheffield and Hallamshire M.C. High Peak Trial, The Marquis of Granby, Bamford, Derbyshire, 10.30 a.m.
28.—Circle C.C. Annual rally, Preston Hotel, Preston Road, Wembley, Middlesex, 10.30 a.m.
NOVEMBER 1-4.—Iberian Rally.
2.—B.A.R.C. Annual dinner and dance, Grosvenor House, Park Lane, London, W.1, 7 for 7.30 p.m.
3.—Old Culfordians' M.C. Culford Hundred Rally, Culford School, Bury St. Edmunds, Suffolk, 3.30 p.m.
3-4.—Oxford M.C. Boanerges Rally.
3-4.—Allard O.C. Night navigational rally, Lamb's Garage, Southend Road, Woodford Green, Essex, 12 midnight.
4.—Venezuela sports car G.P., Caracas.
4.—R.A.C. Veteran car run from London to Brighton.
4.—Rhyl and District M.C. Driving tests, U.S.A.F. base, Sealand, near Chester, 10 a.m.

Stand 128
Earls Court

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The Type 502, 503 and 507 B M W 8-cylinder models and the B M W ISETTA

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(No. 70 of a series)

Have you read the big Welbeck advertisement on page 100?

. . . asks the Welbeck View-Point Writer . . . real Hi-Fi stuff: obviously someone has been reading the American glossies. Soon they'll be telling us all about the Welbeck Way of Life. Personally, I don't like it at all—particularly the way they rather pompously thanked virtually everyone from the Armstrong Siddeley Motor Co. down to the odd bods in the buying department without mentioning me—69 View-Points and not a word of thanks.

I could have put a whole page to real use. I could have given more lurid details about the private life of WML1. Or I could have told about the triumphs of the Singer Gazelle which we are selling at an incredible rate of knots. Or about the unique Welbeck long-term rental scheme (now applicable not only to all new cars but to our second-hand stock as well), which enables you to get motoring for very little down with a long time to pay.

Welbeck Motors Ltd.
107 Crawford Street, London, W.1
(Near Baker Street Station)
Welbeck 1139

Cash and Part Exchange
Annual or Biennial Exchange
5%, 7½% or 10% Hire Purchase Charges

(with apologies to the I.O.M.)

Pay cash for any Ford car and Perry's give you an unexcelled price for your present vehicle.

A Ford car every year or two years? *Yes*—it's eminently economical the Perry way!

Not everyone wants to buy out of capital. Perry's offer graded H.P. terms, the trade's lowest.

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W. Harold Perry Ltd., 279, Ballards Lane, (Nr. Tally Ho), North Finchley, N.12
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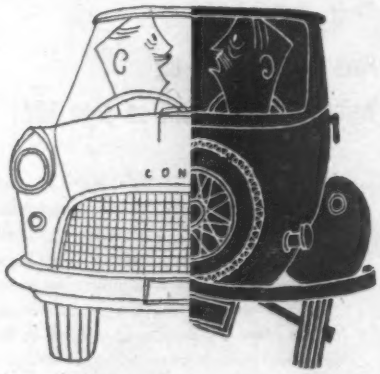

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8687A

Trade & Industry

The Minnesota Mining and Manufacturing Co., Ltd., have appointed Brown Brothers, Ltd., as distributors of 3M Underseal rubberized coating.

A new showroom and office block is to be opened on October 31 by Miss Helene Cordet for Grange Garage (Hayes), Ltd., Uxbridge Road, Hayes, Middlesex.

An American magazine publisher, Mr. Alex L. Hillman, has made his 50th Atlantic crossing, this time to buy ten Hillman Huskies to give away in a competition.

Mr. J. T. G. Milne, until recently sales manager of S. Smith and Sons (Radiomobile), Ltd., has been appointed manager of the special products division of K.L.G. Sparking Plugs, Ltd., at Putney, London, S.W.15.

Claude Rye, Ltd., who deal in three-wheelers as well as motor cycles and scooters, have concluded negotiations to take over 183, 195 and 187, High Road, London, N.15, previously occupied by James Walsh, Ltd. The company's headquarters remain in Fulham Road, London, W.6.

Mr. Leslie F. Marchant has joined Walker and Ward, Ltd., Warwick Place, Cheltenham, Gloucestershire, who are Daimler, Fiat and Simca distributors. He is in charge of vehicle sales. Mr. Marchant was formerly with the Daimler Co., Ltd., and more recently with Coventry and Jeffs, Ltd., of Bristol.

Mr. A. T. Worcester has been appointed costs and operations manager of the Esso Petroleum Co., Ltd. He joined the company 36 years ago. He is succeeded as manager of the costs department by Mr. D. T. Bourhill. Mr. A. C. McGechan has been appointed manager of the engineering (operations) department. These changes result from the large-scale expansion programme announced earlier in the year.

On Monday, October 29, a display of Ford vehicles will be held in three marquees opposite the Old Vic theatre in Waterloo Road, London, S.E.1. The sponsors are the Dispatch Motor Co., Ltd., Ford main dealers, of Southwark Bridge Road, London, S.E.1. The opening ceremony will be conducted by Mr. H. Mortimore, general sales manager of the Ford Motor Co., Ltd., in the presence of the mayors of Southwark and Lambeth.

The first water-borne geophysical survey to be carried out by British Petroleum off the coast of Britain has been completed near Swanage and Lulworth Cove, Dorset. High explosive charges were set off 4ft 6in below the surface of the water, and vibrations transmitted into the sea bed and reflected back by various rock formations were picked up by detectors towed behind the ship. The vibrations were recorded electrically, and will be analysed at the company's headquarters.

Mr. George Wood has been appointed sales director of Intalok, Ltd., of Nuneaton, Warwickshire. He has been sales manager for a number of years.

Sir Graham Cunningham, chairman and managing director of the Triplex Safety Glass Co., Ltd., was recently elected Renter Warden of the Glaziers' Company.

The death is recorded with regret of Mr. J. V. Franklin, managing director of Black and Decker, Ltd. His death occurred suddenly at the age of 56. Mr. Robert Appleby has now been appointed managing director.

Mr. George Panzetta has been appointed sales manager of the Reliance Rubber Co., Ltd., at their new factory at Hemel Hempstead, Hertfordshire. For 26 years he had been with George Spencer Moulton and Co., Ltd.

Jack Alpe (Alpe and Son, Ltd.), who specialize in limousines, have opened new showrooms at 50, Marylebone High Street, London, W.1. At the opening there was a cocktail party marking their appointment as Rootes dealers in Humber and Hillman cars.

Mr. J. P. Shaw, A.M.I.Mech.E., has been appointed a director of Charles Wensley and Sons, Ltd., of Wakefield, Yorkshire. The firm was acquired by the Glanfield Lawrence group earlier in the year, when Mr. Shaw was appointed general manager. Charles Wensley, Vauxhall and Bedford area dealers for many years, have now been appointed main dealers for the Wakefield area.

When the Standard Ten with Standrive two-pedal control was announced recently, it was stated to be the first car to be offered with an automatic clutch as standard equipment. Subsequently the automatic clutch was classified as an optional extra, so that the Standard Super Ten and Companion are now in the same category as the Renault 750 and Dauphine, which are available with Ferlec automatic or normal clutch.

Total prices (including tax) are: Standard Super Ten with Standrive two-pedal control, £673 14s 6d, with normal clutch £653 17s; Companion £748 14s 6d with, £728 17s without.

Information Sought

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following handbooks and information:

No. 17308. 1951 Ford Pilot.
"R.N."—Details as to running costs and general performance over a period.

No. 17309. Back Number Required.
"D.A." *The Autocar* for October 10, 1947.

No. 17310. Handbooks Required.
"C.F.W."—1939 B.S.A. Scout.
"A.G.P."—1937 s.v. 1½-litre S.S. Jaguar.
"J.C.H."—Vauxhall Ten-Four workshop manual.
"M.P.M."—1936–37 Austin Ten Cambridge.
"C.H.F."—1931 Riley Nine.
"A.M."—1939 2.2-litre Steyr.

NEW CAR PRICES

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
A.C.		
Ace 2-seater	1,100 0 0	1,651 7 0
Aceca 2-seater coupé	1,375 0 0	2,063 17 0
Ace with Bristol eng.	1,340 0 0	2,011 7 0
Aceca " " ...	1,585 0 0	2,378 17 0
ALFA ROMEO		
1,300 Giulietta ...	1,150 0 0	1,726 7 0
Sprint Spyder ...	1,410 0 0	2,116 7 0
1900 Super	1,750 0 0	2,626 7 0
T.I	1,900 0 0	2,851 7 0
Primavera coupé ...	1,995 0 0	2,993 17 0
Sprint	2,500 0 0	3,751 7 0
ALLARD		
J2R sports racer ...	1,722 0 0	2,584 7 0
Palm Beach (Ford) ...	1,050 0 0	1,576 7 0
Palm Beach (Jaguar)...	1,300 0 0	1,951 7 0
ALVIS		
3-litre Graber ...	2,300 0 0	3,451 7 0
A-SIDDELEY		
Sapphire 234	940 0 0	1,411 7 0
Sapphire 236	959 0 0	1,439 17 0
(manumatic)	979 0 0	1,469 17 0
Sapphire 346	1,215 0 0	1,823 17 0
(automatic)	1,404 0 0	2,107 7 0
Limousine (automatic)	2,099 0 0	3,149 17 0
ASTON MARTIN ...		
D.B. 2-4	2,050 0 0	3,076 7 0
AUSTIN		
A.35 2-door	360 0 0	541 7 0
2-door de luxe ...	368 15 0	554 9 6
A.35 4-door	381 10 0	573 12 0
4-door de luxe ...	384 17 4	578 13 3
A.35 Countryman ...	425 0 0	638 17 0
A.40 Cambridge ...	503 0 0	755 17 0
A.40 de luxe	535 0 0	803 17 0
A.50 Cambridge ...	514 0 0	772 7 0
A.50 de luxe	546 0 0	820 7 0
A.95 Westminster ...	665 0 0	998 17 0
A.95 de luxe	695 0 0	1,043 17 0
A.95 Countryman ...	810 0 0	1,216 7 0
A.105	799 0 0	1,199 17 0
A.135 Princess III		
L.W.B. Saloon ...	2,150 0 0	3,226 7 0
L.W.B. Limousine	2,150 0 0	3,226 7 0
Princess IV saloon ...	2,250 0 0	3,376 7 0
Princess IV limousine	2,360 0 0	3,541 7 0
AUSTIN-HEALEY		
100 Six	762 0 0	1,144 7 0
BENTLEY		
Series S	3,495 0 0	5,243 17 0
Freestone and Webb	5,000 0 0	7,501 7 0
Hooper	4,765 0 0	7,148 17 0
H. J. Mulliner ...	4,970 0 0	7,456 7 0
James Young ...	4,790 0 0	7,186 7 0
Continental		
H. J. Mulliner ...	5,070 0 0	7,606 7 0
Park Ward ...	4,775 0 0	7,163 17 0
Park Ward D.H. coupé	4,775 0 0	7,163 17 0
BERKELEY		
Two-seater	382 8 6	574 19 9
B.M.W.		
501	1,377 0 0	2,066 17 0
8-cyl. limousine ...	1,638 0 0	2,458 7 0
502 limousine ...	1,792 0 0	2,689 11 0
503	2,975 0 0	4,463 17 0
Fixed head coupé ...	2,975 0 0	4,463 17 0
507	2,800 0 0	4,201 11 0
Isetta Motocoupé ...	292 0 0	439 7 0
BOND Three-wheeler		
2-seater	221 10 0	278 13 2
Family 4-seater ...	242 0 0	304 7 8
De luxe 2-seater ...	242 0 0	304 7 8
De luxe family 4-seater	254 12 1	320 4 1
BORGWARD		
Isabella 60	806 2 11	1,210 11 5
Isabella TS	916 15 0	1,376 11 8
Coupé	1,249 13 10	1,874 7 9
Station wagon ...	858 1 9	1,288 9 8
Pullman 2400... ...	1,409 2 1	2,115 0 2
Saloon (Hansamatic)...	1,501 7 0	2,253 7 6
BRISTOL		
405	2,390 0 0	3,586 7 0
Drophead coupé ...	2,450 0 0	3,676 7 0
BUICK		
43 Riviera	1,725 0 0	2,588 17 0
63 Riviera	1,925 0 0	2,888 17 0
53 Riviera	2,050 0 0	3,076 7 0
52	1,995 0 0	2,993 17 0
59 estate car	2,025 0 0	3,038 17 0
CADILLAC		
6219	2,525 0 0	3,788 17 0
6239D sedan de ville...	2,750 0 0	4,126 7 0
6267 convertible ...	2,750 0 0	4,126 7 0
6019 special	2,900 0 0	4,351 7 0
6267s Eldorado ...	3,400 0 0	5,101 7 0
CHEVROLET		
Bel-Air	1,300 0 0	1,951 7 0
Bel-Air Sport... ...	1,375 0 0	2,063 17 0
Corvette	1,720 0 0	2,581 7 0
CHRYSLER		
Windsor V8	2,222 0 0	3,334 7 0
(convertible)... ...	2,198 0 0	3,298 7 0
New Yorker ...	2,615 0 0	3,923 17 0
New Yorker Town and Country	2,600 0 0	3,901 7 0

	U.K. List Price £ s d	Total Price in U.K. including P.T. £ s d
Chrysler (*continued*)		
Imperial	2,995 0 0	4,493 17 0
Imperial Southampton	2,890 0 0	4,336 7 0
(Including heater, radio and automatic transmission. All cars have left-hand drive.)		
CHRYSLER-PLYMOUTH		
Plaza 6	1,475 0 0	2,213 17 0
Savoy 6	1,608 0 0	2,413 7 0
Belvedere 6	1,678 0 0	2,518 7 0
Savoy V8	1,656 0 0	2,485 7 0
Belvedere V8 ...	1,726 0 0	2,590 7 0
(convertible)... ...	1,789 0 0	2,684 17 0
Savoy 6 Suburban ...	1,744 0 0	2,617 7 0
(Including heater, radio, automatic transmission.)		
CITROEN		
2 c.v.	398 0 0	598 7 0
DS19	1,150 0 0	1,726 7 0
CONTINENTAL		
Mark II coupé ...	4,690 0 0	7,036 7 0
DAINLER		
Conquest Century II	995 15 4	1,495 0 0
(automatic)	1,119 2 0	1,680 0 0
Drop-head coupé ...	1,262 8 8	1,895 0 0
One-O-Four	1,595 15 4	2,395 0 0
(automatic)	1,719 2 0	2,580 0 0
Lady's model... ...	1,729 2 0	2,595 0 0
(automatic)	1,852 8 8	2,780 0 0
D.K. 400 limousine ...	2,795 15 4	4,195 0 0
DELLOW		
Mark IIC sports ...	465 0 0	698 17 0
Mark IIE sports ...	500 0 0	751 7 0
Mark V lightweight ...	525 0 0	788 17 0
D.K.W.		
Saloon de luxe ...	656 0 0	985 7 0
Fixed-head coupé ...	665 0 0	998 17 0
Four-door	690 0 0	1,036 7 0
Cabriolet	820 0 0	1,231 7 0
DODGE		
Kingsway de luxe 6 ...	1,650 0 0	2,476 7 0
Kingsway Custom 6...	1,694 0 0	2,542 7 0
Kingsway de luxe V8	1,698 0 0	2,548 7 0
Kingsway Custom V8	1,742 0 0	2,614 7 0
Custom Royal V8 ...	1,925 0 0	2,883 17 0
Kingsway 6 Surburban	1,786 0 0	2,680 7 0
Custom Royal V8 convertible	2,007 0 0	3,011 17 0
(Including heater, radio, automatic transmission.)		
FAIRTHORPE		
Atom IM	259 17 0	391 2 6
Atom IIA	291 17 0	439 2 6
Atom IIIE	332 14 0	500 8 0
Electron	699 0 0	1,049 17 0
FIAT		
600	412 10 0	620 2 0
600 Convertible ...	432 0 0	649 7 0
Multipla 4/5	532 0 0	799 7 0
Multipla 6	540 0 0	811 7 0
1100	578 10 0	869 2 0
1100 TV	750 0 0	1,126 7 0
1400A	774 0 0	1,162 7 0
1900	980 0 0	1,471 7 0
FORD		
Popular	275 0 0	413 17 0
Anglia	360 0 0	541 7 0
Anglia de luxe ...	382 0 0	574 7 0
Prefect	395 0 0	593 17 0
Prefect de luxe ...	420 0 0	631 7 0
Escort estate car ...	414 0 0	622 7 0
Squire estate car ...	445 0 0	668 17 0
Consul	520 0 0	781 7 0
Consul convertible ...	630 0 0	946 7 0
Consul Farnham ...	685 0 0	1,028 17 0
Zephyr	580 0 0	871 7 0
(automatic)	705 0 0	1,058 17 0
Zephyr convertible...	690 0 0	1,036 7 0
Zephyr Farnham ...	745 0 0	1,118 17 0
Zodiac	645 0 0	968 17 0
(automatic)	770 0 0	1,156 7 0
Zodiac convertible ...	835 0 0	1,253 17 0
Zodiac Farnham ...	815 0 0	1,223 17 0
FORD (Canadian) ...		
Mainline 4-door ...	1,207 0 0	1,811 17 0
Customline 4-door ...	1,245 0 0	1,868 17 0
Fairlane Town 4-door	1,283 0 0	1,925 7 0
Fairlane Cub 2-door...	1,264 0 0	1,897 7 0
Fairlane Country 4-door	1,471 0 0	2,207 17 0
Custom Ranch Wagon 2-door	1,343 0 0	2,023 17 0
FORD (U.S.A.)		
Thunderbird	1,690 0 0	2,536 7 0
FRAZER NASH		
Fast Roadster ...	1,650 0 0	2,476 7 0
Turismo	2,150 0 0	3,226 7 0
Targa Florio	2,250 0 0	3,376 7 0
Le Mans	2,450 0 0	3,676 7 0
Sebring 2-seater ...	2,250 0 0	3,376 7 0
GOGGOMOBIL		
T.300	329 0 0	494 17 0
Sliding head	336 0 0	505 7 0
HILLMAN		
Minx special	498 0 0	748 7 0
Minx de luxe... ...	515 0 0	773 17 0
Convertible	565 0 0	848 17 0

(*Continued on next page*)

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1955 (Aug.) **DAIMLER** 4½-litre 4-light Sportsman saloon, 8,000 miles. Cost new £3,400 ..... £2,150

1955 (Series) **DAIMLER** Conquest Century, 18,000 miles £985

1955 (July) **ARMSTRONG SIDDELEY** 7-passenger limousine, face forward occasional seats, no division, 12,000 miles, radio, one owner. Cost new £2,800 ..... £1,795

1955 **ARMSTRONG SIDDELEY** Sapphire, automatic, radio, etc. £1,250

1955 **ARMSTRONG SIDDELEY** Sapphire, synchromesh power steering, 16,000 miles £1,095

1955 (Sept.) **ARMSTRONG SIDDELEY** Sapphire, synchromesh. One owner ... £795

1956 (April) **JAGUAR** XK140 drophead coupe, chromium wire wheels, twin exhausts, H.M.V. radio, 4,000 miles £1,550

1956 **ROVER** 90 saloon, bucket seat, overdrive, radio, 13,000 miles £1,195

1954 **RILEY** Pathfinder saloon, fully modified, twin-speaker radio. One owner. 11,000 miles £895

1956 (July) **M.G.** Magnette saloon, 2,000 miles £935

1956 **M.G.** Magnette saloon, 8,000 miles £895

1955 **AUSTIN-HEALEY** 100 sports 2-seater, 20,000 miles £695

1956 (Series) **VAUXHALL** Velox, heater, 5,000 miles £695

1955 (Series) **VAUXHALL** Cresta, 11,000 miles £645

1955 **HILLMAN** Husky saloon, radio and heater, 14,000 miles £515

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M.G. Magnette saloon, maroon.

M.G.A., white, red hide, black hood.

MORRIS Minor 1000 2-door saloon, black.

RENAULT Dauphine, imperial red.

WOLSELEY 15/50 saloon, grey.

AND

JAGUAR XK120C, 1953, maroon, Weber carburettors, Weslake head. £1,395.

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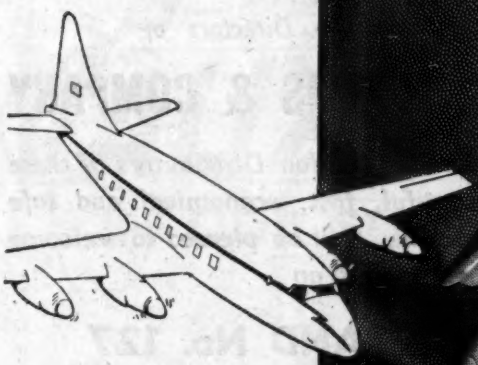
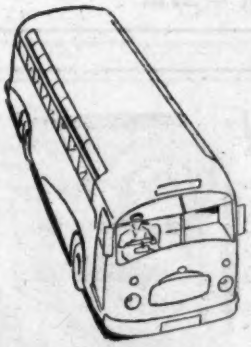
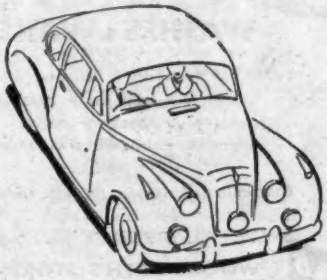
	U.K. List Price £	s	d	Total Price in U.K. including P.T. £	s	d
HILLMAN (*continued*)						
Estate car	530	0	0	796	7	0
Husky	415	0	0	623	17	0
H.R.G.						
1½-litre	1,280	0	0	1,921	7	0
HUDSON						
Rambler Super ...	1,305	0	0	1,958	17	0
Rambler Custom ...	1,380	0	0	2,071	7	0
Hardtop	1,450	0	0	2,176	7	0
Cross Country ...	1,510	0	0	2,266	7	0
Wasp Super	1,670	0	0	2,506	7	0
Hornet Super ...	1,810	0	0	2,716	7	0
Hornet Custom ...	1,910	0	0	2,866	7	0
Hollywood hardtop ...	1,955	0	0	2,933	17	0
HUMBER						
Hawk	650	0	0	976	7	0
De Luxe	665	0	0	998	17	0
Touring limousine ...	730	0	0	1,096	7	0
Estate Car	885	0	0	1,328	17	0
Super Snipe	950	0	0	1,426	7	0
(automatic)	1,075	0	0	1,613	17	0
Touring limousine ...	1,030	0	0	1,546	7	0
JAGUAR						
2.4	953	0	0	1,430	17	0
Special Equip. model	976	0	0	1,465	7	0
XK140	1,127	10	0	1,692	12	0
Drop-head coupé ...	1,160	0	0	1,741	7	0
Fixed-head	1,140	0	0	1,711	7	0
D type sports 2-seater	2,585	0	0	3,878	17	0
Mark VIIM	1,140	0	0	1,711	7	0
(automatic)	1,268	0	0	1,903	7	0
Mark VIII	1,219	0	0	1,829	17	0
(automatic)	1,331	0	0	1,997	17	0
JENSEN						
541	1,435	0	0	2,153	17	0
Interceptor	1,800	0	0	2,701	7	0
Convertible	1,800	0	0	2,701	7	0
LAGONDA						
3-litre	1,995	0	0	2,993	17	0
Drophead coupé ...	2,250	0	0	3,376	7	0
LANCIA						
Appia Series II ...	1,110	0	0	1,666	7	0
Aurelia Series II ...	1,550	0	0	2,326	7	0
Aurelia Gran Turismo	2,230	0	0	3,346	7	0
Spyder	2,115	0	0	3,173	17	0
(Flaminia: British price not yet announced.)						
LINCOLN						
Première	2,432	0	0	3,649	7	0
LOTUS						
Sports...	850	0	0	1,276	7	0
Club	1,060	0	0	1,591	7	0
Le Mans 75	1,320	0	0	1,996	7	0
Le Mans 83	1,395	0	0	2,093	17	0
MERCEDES-BENZ						
180	1,145	0	0	1,718	17	0
180D (diesel) ...	1,210	0	0	1,816	7	0
190	1,195	0	0	1,793	17	0
190SL	1,850	0	0	2,776	7	0
220S	1,500	0	0	2,251	7	0
300 c. de luxe... ...	2,675	0	0	4,013	17	0
300s coupé	4,110	0	0	6,166	7	0
300SL	3,100	0	0	4,651	7	0
MERCURY						
Montclair	1,518	0	0	2,278	7	0
M.G.						
M.G. A.	640	0	0	961	7	0
M.G. A. coupé ...	699	0	0	1,049	17	0
Magnette	693	0	0	1,040	17	0
(manumatic)	726	6	8	1,090	17	0
MORGAN						
4/4 Series II	475	0	0	713	17	0
Plus 4 (TR) 2-seater ...	595	0	0	893	17	0
4-seater	610	0	0	916	7	0
Drop-head coupé ...	640	0	0	961	7	0
Plus 4 (Vanguard) ...	580	0	0	871	7	0
Drop-head coupé ...	610	0	0	916	7	0
MORRIS						
Minor 1,000						
2-door	401	0	0	602	17	0
2-door de luxe ...	418	0	0	628	7	0
4-door	425	0	0	638	17	0
4-door de luxe ...	445	0	0	668	17	0
Tourer	401	0	0	602	17	0
Tourer de luxe ...	418	0	0	628	7	0
Traveller	455	0	0	683	17	0
Traveller de luxe ...	471	10	0	708	12	0
Cowley	532	0	0	799	7	0
Oxford	565	0	0	848	17	0
(manumatic)	598	6	8	918	17	0
Oxford Traveller ...	623	10	0	936	12	0
Isis	607	0	0	911	17	0
(automatic)	722	0	0	1,084	7	0
Isis de luxe	640	0	0	961	7	0
Isis Traveller	725	10	0	1,089	12	0
NASH						
Rambler Super ...	1,305	0	0	1,958	17	0
Rambler Custom ...	1,380	0	0	2,071	7	0
Hardtop	1,450	0	0	2,176	7	0
Station wagon ...	1,510	0	0	2,266	7	0
Statesman Super ...	1,490	0	0	2,236	7	0
Ambassador Super 6...	1,685	0	0	2,528	17	0
OLDSMOBILE						
Series 88 Super ...	1,640	0	0	2,460	15	0
Series 98	1,985	0	0	2,978	17	0
Starfire convertible ...	2,080	0	0	3,121	7	0
PACKARD						
Clipper de luxe ...	2,395	0	0	3,593	17	0
Executive	2,577	0	0	3,866	17	0
PACKARD (*continued*)						
Patrician	2,929	0	0	4,394	17	0
Caribbean	3,603	0	0	5,405	17	0
(Including heater, radio, automatic transmission.)						
PANHARD						
Dyna de luxe special...	702	8	8	1,055	0	0
PEUGEOT						
203	633	9	1	952	8	2
Station wagon ...	732	17	4	1,100	10	6
403	796	2	11	1,195	11	5
PONTIAC						
Chieftain	1,450	0	0	2,176	1	2
Catalina coupé ...	1,976	0	0	2,962	8	10
Star Chief convertible	2,050	0	0	3,073	5	0
PORSCHE						
1.6 Fixed head coupé	1,305	0	0	1,958	17	0
1.6 Super fixed-head	1,425	0	0	2,138	17	0
1.6 Cabriolet ...	1,425	0	0	2,138	17	0
1.6 Super cabriolet ...	1,545	0	0	2,318	17	0
1.6 Speedster... ...	1,270	0	0	1,906	7	0
550 1500 Spyder ...	2,760	0	0	4,041	7	0
356a 1500 Carrera	1,910	0	0	2,866	7	0
1500 Carrera Speedster	1,875	0	0	2,813	17	0
1500 Carrera cabriolet	2,030	0	0	3,046	7	0
RENAULT						
750	422	10	0	635	2	0
(Ferlec clutch) ...	442	0	0	664	7	0
Frégate	699	0	0	1,049	17	0
Dauphine	512	0	0	769	7	0
Grand Pavois ...	850	0	0	1,276	7	0
Amiral	829	0	0	1,244	17	0
RILEY						
Pathfinder	940	0	0	1,411	7	0
ROLLS-ROYCE						
Silver Cloud ...	3,590	0	0	5,386	7	0
Freestone and Webb	5,090	0	0	7,636	7	0
Hooper	4,855	0	0	7,283	17	0
H. J. Mulliner ...	5,060	0	0	7,591	7	0
James Young ...	4,880	0	0	7,321	7	0
Silver Wraith ...						
Freestone and Webb touring limousine	5,381	0	0	8 072	17	0
Park Ward... ...	5,270	0	0	7,906	7	0
Park Ward 7-passenger limousine	5,570	0	0	8,356	7	0
H. J. Mulliner ...	5,380	0	0	8,071	7	0
Hooper limousine...	5,395	0	0	8,093	17	0
Hooper 7-passenger limousine ...	5,395	0	0	8,093	17	0
James Young ...	5,445	0	0	8,168	17	0
ROVER						
60	865	0	0	1,293	17	0
75	943	0	0	1,415	17	0
90	976	0	0	1,465	7	0
Land-Rover S.W.B. ...	685	0	0	1,028	17	0
Land-Rover L.W.B. ...	790	0	0	1,186	7	0
SIMCA-ARONDE						
1300 Elysée	609	10	0	915	12	0
Grand Large ...	662	0	0	994	7	0
SIMCA VEDETTE						
Versailles	932	0	0	1,399	7	0
SINGER						
Gazelle	598	0	0	898	7	0
Gazelle convertible ...	665	0	0	998	17	0
SKODA						
440	560	0	0	841	7	0
1200	630	0	0	946	7	0
STANDARD						
Family Eight	379	0	0	569	17	0
Super Eight	405	0	0	608	17	0
Family Ten	385	0	0	578	17	0
Super Ten	435	0	0	653	17	0
(Standrive)	448	5	0	673	14	6
Companion estate car	485	0	0	728	17	0
(Standrive)	498	5	0	748	14	6
Vanguard III	599	0	0	899	17	0
Vanguard Sportsman	820	0	0	1,231	7	0
Estate car	765	0	0	1,148	17	0
Vanguard diesel ...	735	0	0	1,103	17	0
STUDEBAKER						
Champion Custom ...	1,267	0	0	1,901	17	0
Commander ...	1,387	0	0	2,081	17	0
President	1,449	0	0	2,174	17	0
SUNBEAM						
Rapier	695	0	0	1,043	17	0
Mark III	765	0	0	1,148	17	0
TRIUMPH						
T.R.2	625	0	0	938	17	0
Hardtop	670	0	0	1,066	7	0
T.R.3	680	0	0	1,021	7	0
Hardtop	725	0	0	1,084	7	0
TURNER						
Sports...	525	0	0	789	0	0
VAUXHALL						
Wyvern	535	0	0	803	17	0
Velox	580	0	0	871	7	0
Cresta	640	0	0	961	7	0
Velox Dormobile	741	0	0	1,112	17	0
Grosvenor-Velox	750	0	0	1,126	7	0
VOLKSWAGEN						
Standard saloon ...	422	10	0	635	2	0
De luxe	492	10	0	740	2	0
Convertible	670	0	0	1,006	7	0
Karmann-Ghia Coupé	810	0	0	1,216	7	0
WOLSELEY						
Fifteen-fifty	640	0	0	961	7	0
(manumatic) ...	673	6	8	1,011	7	0
Six-ninety	806	0	0	1,210	7	0
(automatic)	921	0	0	1,382	17	0







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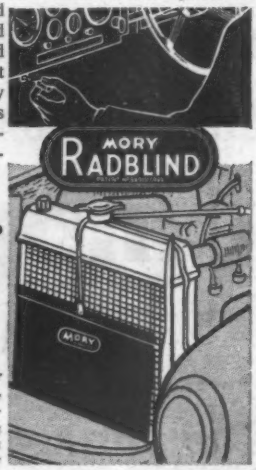

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6-cylinder Cresta £640
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1955	AUSTIN A30 Four Door saloon	£465	1955	HILLMAN Mk. VIII Minx saloon	£565
1949	AUSTIN A40 Devon saloon	£395	1948	M.G. Midget T.C. 2-seater	£340
1952	AUSTIN A70 Hereford saloon	£425	1951	M.G. Midget T.D. 2-seater	£445
1937	BENTLEY 4¼ litre saloon	£595	1953	MORRIS Minor saloon	£450
1949	BENTLEY Mk. VI standard steel saloon	£1,275	1953	RENAULT 750 Standard saloon	£365
1953	FORD Anglia saloon	£335	1955	RENAULT 750 Standard saloon	£515
1953	FORD Consul saloon	£495	1956	RENAULT 750 Standard saloon	£535
1955	FORD Prefect saloon	£525	1954	RENAULT Fregate saloon	£635
1955	FORD Prefect saloon	£535	1939	ROLLS-ROYCE Wraith Park Ward sal.	£1,275
1954	HILLMAN Mk. VII Minx saloon	£495	1951	TRIUMPH Renown saloon	£425
1954	HILLMAN Mk. VII Minx Convertible	£525	1953	WOLSELEY Four Forty Four saloon	£595

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BIRMINGHAM, 24
The Yeaton Garage Co. Ltd.,
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BIRMINGHAM, 1
Prestage Ltd.,
Suffolk Street.
Phone: Midland 4933

BIRMINGHAM, 11
Prestage (Springfield) Ltd.,
870, Stratford Road.
Phone: Springfield 3361

BISHOP'S STORTFORD
Franklins Garage Ltd.,
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Bawns Bristol Limited,
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BROMLEY, Kent
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Widmore Road.
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BROMLEY, Kent
Davis & Hill Ltd.,
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R. W. Kenny Ltd., Lichfield Street.
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BURY ST. EDMUNDS
Burrells,
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CAMBERLEY, Surrey
Whites (Camberley) Ltd.,
London Road.
Phone: Camberley 1300

CATERHAM, Surrey
Laykams of Caterham (Laykam's Eng. Co.),
Croydon Road.
Phone: Caterham 2384

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Mason's Garage (Chichester) Ltd.,
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CORBY, Northants.
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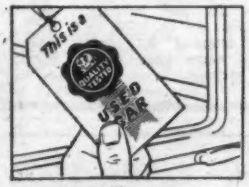

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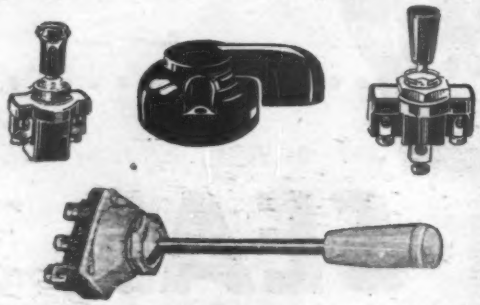

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VAUXHALL Velox saloon, 1949, radio and heater, very good mechanical order, excellent tyres..... £345
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JAGUAR 2½-litre saloon, 1947, fitted work's reconditioned engine by Jaguars April this year..... £295
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FORD Prefect saloon, 1940, four-door model in black, cloth upholstery, a nice bright car..... £165
FORD Anglia saloon, 1955, in Dorchester grey with de Luxe upholstery, built-in heater, one owner £495
FORD Anglia saloon, 1953, heater, spotless condition, moderate total mileage, beige/red..... £315
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AUSTIN A.90 Atlantic hardtop sports saloon, 1952, one owner, genuine small mileage car finished in pale grey with grey hide interior, all extras £465
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STANDARD Vanguard saloon, 1951, very superior example, first-class bodywork and interior £385
STANDARD Vanguard saloon Phase II, 1955, one owner, green and ivory, faultless throughout ... £585
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RILEY 1½-litre saloon, 1950, black and maroon, one change of owner, a very nice car all round £425
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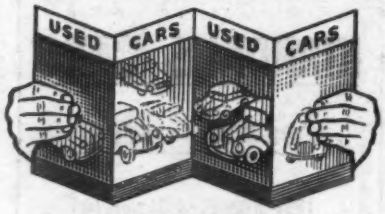

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1953 ROVER "75," moderate mileage, one owner	£775
1953 (model) VAUXHALL Velox, grey with red upholstery, heater, excellent condition	£465
1951 LAND-ROVER, heater, twin wipers, demister, extra rear seats, taxed end of year, first-class condition	£315
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1953 AUSTIN A.70 saloon, one owner, heater, etc., 32,000 miles only	£445

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1955 FORD Anglia, grey, one owner, heater, extras	£475
1955 AUSTIN A30 four door saloon, carefully used, low mileage	£475
1954 AUSTIN A.40 Somerset, blue, low mileage, B.M.C. guarantee	£485
1953 TRIUMPH Renown saloon, black with tan hide, H.M.V. radio, heater, etc.	£495
1953 (Model) DELAHAYE D.H. coupe, blue, completely resprayed, new hood and chrome. Superb condition	£1,150

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Welbeck Motors Ltd.

The First Three Years

IN October, 1953, a man changed his mind. He owned an old-established Hire Service: a fine business—as a car-hire firm, Welbeck Motors was famous all over the world. But this man tired of car-hire: it was steady but dull. He determined to change the character of the business and almost overnight, on an impulse, the car-hire goodwill was sold and a new Company (Welbeck Car Hire) took over the self-drive fleet. Welbeck Motors started life anew as a Car Sales Organisation. Having changed his mind, having forsaken security and taken the path of adventure, half measures were no good for this man and his team. Welbeck Motors were not just going to buy and sell cars—they must become outstanding in this field: Welbeck Motors must have a famous name in car sales—*quickly*. That was three years ago. Now we can assess the measure of our success or failure. Starting from scratch is not easy in any business; but to break into big-time car sales, in the heart of London, is a tremendous undertaking. Moreover the timing of the operation was wrong—the boom had come to an end and circumstances were changing all the time. It was decided right from the beginning that the existing Welbeck premises were quite inadequate. The old car-hire reception centre was turned into a tiny showroom and, for the moment, the rest of the stock was kept in adjoining garages. We wanted new premises, but we wanted to stay in Marylebone. We could not find a suitable place so finally we bought a large block of bomb-damaged property adjoining our existing premises and made plans to build a big, new motor showroom. Only now, after all this time is the new building about to come into use. The difficulties and frustrations encountered in completing this new building were beyond belief, but at last it is finished—the shop-fitters should be through within two or three weeks and we are all set to move in. The difficulties of operating for the last three years without a proper showroom have been very great, but now we are glad that we decided to build rather than accept second best.

Apart from the set-back of unsuitable premises, we had more bad luck in the beginning. We signed a Jowett agency: we trained our staff to sell and service these amazing cars: things were going well, when suddenly the Jowett Motor Company was no more . . . Javelins and Jupiters had come to an end.

Our second agency was Armstrong Siddeley. The kindness and help we—as new and very raw boys—received from this Company and their London Distributors, must be recorded.

After we had been in business a year or so, when the Trade had taken our measure and found that our standards were high, that we were not here to-day-and-gone-tomorrow types, everyone was helpful, everyone wanted to co-operate . . . but Armstrongs were our first friends and this will never be forgotten.

1954 was not an easy year for Welbeck Motors. At this stage in our development, no ready market existed for us. Owing to shortages, we were unable to supply new cars in the popular class (as a new firm we had no quota) and instead we had to stock nearly new cars of this type. Thus we had a double task: every car had to be sought out: every customer had to be found. Moreover, the effects of advertising are cumulative and in those early days, the real results were yet to become apparent.

Towards the end of 1954 and during 1955, progress quickened. Our Buying Department achieved brilliant success in bulk-buying. Their bulk-purchase of the remaining stocks of unused but out-of-production 18 h.p. Armstrong Siddeleys, followed by the Jupiters, then the Swallow Dorettis, created National interest. Such buying enabled us to sell at such low prices that our salesmen for the first time found life comparatively easy. We still had a lot to learn, we still had a long way to go, but the Buying Department had made its mark. Buying on this scale was gambling rather than motor trading—but we won—and the greatest gamble of all when we bought twenty six Paramounts a few months ago, again succeeded. Most important of all, such *coups* kept the name Welbeck Motors in front of the public.

And so today we have the present Welbeck Motors: an established business with superb premises and an envied list of agencies. The Rootes Group has chosen us to sell and service the new Singer Gazelle and granted us wholesale rights for an important part of London. We believe we are the only new firm with trade rights in London for a popular British car. After three years we find our early customers are all coming back to us. We feel that the rewards are within our grasp.

The second stage has begun: we are accepted; we are well known; we are respected. Now we have to consolidate: to show we are proven and not just promising. This second stage should be even more stimulating than the first. Again the time is wrong, for business is far from easy in the Motor Trade. But if the enthusiasm and energy of the first three years is retained, Welbeck Motors do not need good times to forge ahead

The Autocar

CLASSIFIED ADVERTISEMENTS

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PRESS DATES—First Post Tuesday for Used Cars for Sale and Wanted, Spares and Service. Trade Advertisements are accepted by telephone up to 12 noon, Waterloo 3333. All other classifications close for press first post Monday. Advertisements that arrive too late for a particular issue will automatically be inserted in the following issue unless accompanied by instructions to the contrary.

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For the convenience of private advertisers Box Number facilities are available at an additional charge for 2 words plus 1/- to defray the cost of registration and postage. Replies should be addressed to, "Box 0000, c/o "The Autocar," Dorset House, Stamford Street, London, S.E.1."

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USED CARS FOR SALE & WANTED — SPARES & SERVICE

A.C.

AC ACE sports and ACECA streamlined coupes; new and used examples in first-class condition always available; latest list by return; demonstrations at your address. USED examples wanted.

SPECIALISED spares and accessory service; exchange high-compression tuned cylinder heads, large bore exchange carburettors, close ratio gear boxes, speed cowls, 2/3-seat conversion for the Aceca.

RUDDS, 41, High St., Worthing 7773-4. [0692/R

METCALFE & MUNDY, Ltd.

A.C. foursome drop head, 1939, one owner from new, radio, all history and bills.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186/7. [C3064

GUY SALMON AUTOMOBILES offer:—

1951 A.C. 2-litre saloon, black/red leather, radio, car just been fitted with manufacturer's replacement engine and is not run-in, most exceptional condition; £599.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ACECA, blue with grey trim, radio, heater, Bristol engine just installed.

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., W.1. Mayfair 5253. [C4043

A.C. 1950 2-door saloon, ivory, heater, screen washer; £550.—Tel. Hockley, Essex, 96. [5792

1937 A.C. saloon, red, fawn leather, heater, excellent condition; £165.—Tel. Per. 9036. [5042

1950 A.C. 2-litre saloon, heater, black; £495.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

G&M ALFREDS (1936), Ltd.—1953 A.C. 2-litre saloon, heater, radio, much above average.—6-7, Warren St., W.1. Euston 3268. [C1005

CASS'S MOTOR MART.—1949 A.C. saloon, grey, red hide, outstanding condition; £465; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

ACECA-Bristol, Ace-Bristol, etc., new or second-hand. 1956 Aceca, 3,800 miles; £1,575; Distributors.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth (Southbourne 43344). [C4024

A.C. Cars Wanted

ALMOST new A.C. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GOOD A.C. required immediately.—G. Edwards, 7, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

GATEHOUSE MOTORS pay cash for good used A.C. cars.—Highgate Village, London, N.6. Mountview 4444. [W2021

XXX Cash immediately for good A.C.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ALFA-ROMEO

BRADSTOCK MOTORS, Ltd., offer:—

ALFA-ROMEO 2-seater with fixed hard top on specially built body and 2.3 8-cylinder supercharged engine, completely overhauled 5,000 miles ago, history available; £495.—Chase Rd., Epsom 5696-7; also 454-456, London Rd., North Cheam, Surrey. Tel. Fairlands 6283. [C1090

ALFA-ROMEO'S.—1939 2.9-litre supercharged 8-cylinder, all independent suspension, Superleggera 2-seater; 1934 1750 chassis, fitted triple-Weber carburetted 2.3-litre 6-cylinder engine and gear box, Zagato 2-seater; both in unusually good condition; offers or part exchanges considered; h.p. available.—Box 4915. [5874

Alfa-Romeo Cars Wanted

S. MORRIS & Company, 40, Conduit St., London, W.1. Reg. 0424 (6 lines), Sole London Distributors.—Urgently require modern Alfa-Romeos. [0946/R

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for all Alfa-Romeo cars.—Portsmouth Rd., Cobham 2848-9. [0124//R

ALLARD

£285!!!—1951 Allard saloon, black with beige leather, carefully used, outstanding example.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

SEE SPECIAL FEATURES IN THIS ISSUE

On Pages 130 – 142 ★ and Pages 149 – 150

INDEX

	PAGE
Ambulances	125
Auctions, Tenders, Appointments, etc.	148
Axleshafts	144
Ball Bearings	144
Batteries, Chargers, etc.	144
Books, etc.	147
Brakes, Cables, etc.	144
Business and Property	146
Caravan Section	125
Carburettors, Economisers	144
Car Badges	143
Car Carpets	144
Car Covers	144
Car Radio	143
Cars for Hire	143
Chamois Leathers	143
Chromium Plating	144
Coachbuilders and Bodies	143
Commercial Vehicles	125
Contact Lenses	143
Cylinder Blocks	144
Cylinder Grinding, etc.	144
Defrosters and Demisters	144
Draught Deflectors	144
Driving Gloves	144
Electrical Equipment	144
Engines and Accessories	144
Exchange	143
Garage Equipment	144
Gear and Steering Boxes	144
Glass Fibre	144
Hire Purchase	143
Hoods, Screens, Cellulose, etc.	144
Hotels, etc.	147
Independent Suspensions	145
Insurance	145
Lock-up Covers	145
Lubricators	145
Magnetos	145
Maps	143
Miscellaneous	145
Mobile Shops and Canteens	125
Motor Hearses	125
Motor Scooters	125
Motor Transport Journal	125
New Cars	126
Night Driving Glasses	143
Packing and Shipping	143
Parts and Accessories	145
Patents, Experimental Work	143
Pistons	145
Radiators, Muffs, Blinds, etc.	145
Repairers, Welding, etc.	145
Roof and Rear Luggage Racks	145
Safety Glass	146
Salvaged Cars	146
Seats and Windows	146
Second-hand Cars for Sale, Wanted and Spares and Service	101-125
Shock Absorbers	146
Silencers	146
Situations Vacant	147
Situations Wanted	147
Speedometers	146
Springs	146
Sunshine Roofs	146
Superchargers	146
Taxicabs	125
Three-wheelers Wanted	125
Tuition	143
Tuning	146
Tyres and Tubes	146
Under-Car Coatings	143
Wheels, Discs, Trims, etc.	146
Windscreens	146

SALES & WANTS

Turn to page 148 for Advertisement Form

ALLARD

RICHARDS & CARR, Ltd., are always best value.

1953 Palm Beach, 3-seater, Zephyr engine, overdrive, heater, superb value; £465.

1950 P1 saloon, reconditioned engine, 12,000 miles, heater, history known; £265.

1949 drop head foursome, just recellulosed throughout, reconditioned engine, thoroughly recommended; £245.

1948 drop head foursome, reconditioned engine, 3,000 miles, many extras, 2 owners, history known; £245.

1949 tourer, excellent; £225.—35, Kinnerton St., S.W.1. Belgravia 5711. [C3045

FACTORY-SERVICED Allard cars are your wisest buy.

1951 91 P saloon, £325; drop head coupe, h/e aluminium head, dual carbs., £265.

ADLARDS MOTORS, Ltd., 51, Upper Richmond Rd., Putney, C.W.15. Tel. Vandyke 2333. [0912/R

1951 P1 saloon, exciting two tone, new chrome late type grille, engine, clutch, gear box and steering recently overhauled by Allards and main agents, bills available, Bluemells white steering wheel, Ace Rimbellishers, screen washers, H.M.V. radio, faultless mechanically and in 1956 condition throughout, this is the most attractive P1 to be seen, privately owned by company director; £395; terms can be arranged.—D. A. Mullard, British Railways Goods Depot, Station Rd., Edgware, Middlesex. Edg. 5574. [5499

Allard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

EXCELLENT price for good Allard.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118.

XXX Cash immediately for good Allard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

ADLARDS MOTORS (Allard main distributors) buy or exchange Allard cars.—43, Acre Lane, S.W.2. Brixton 6451. [0146/R

WANTED J2 Allard in exchange for 1950 Morris Minor convertible, twin carbs.—12, Jamaica St., Bristol. Tel. 23882. [5854

ALVIS

1949 Alvis TA 14 drop head coupe, maroon; £525.

CHOICE of 2 1948 Alvis TA 14 saloons; £450.

1939 Speed 25 grey Charlesworth saloon; £325.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021

1952 Alvis 3-litre saloon, black and silver grey with red upholstery; £650.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

1949 (Nov.) Alvis TA 14hp sun saloon, black/tan, one owner, low mileage, taxed; £465.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

1947 Alvis 14, Roberts brake, recent respray and brake linings; £320.—Challock (Kent) 251.

1954 T.C.21 100 model Grey Lady saloon, excellent condition, one owner; £975.

COLIN HAINES, Ltd., 328, Holdenhurst Rd., Bournemouth. Boscombe 36946. [C2103

CASS'S MOTOR MART.—1937 Alvis Speed 25 sports saloon, mileage 10,000 since £800 overhaul; £365.

1952 (June) Alvis 3-litre saloon, black, R. & H., one owner; £625; written guarantee.—5, Warren St., W.1. Eus. 4110. [C1040

1951 3-litre Burgundy/grey with red leather, heater, beautiful condition, privately maintained; £575.

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., W.1. Mayfair 5253. [C4043

1951 3-litre tampico beige saloon, recon. engine, radio, heater, two foglights, two owners; £525.—Windsor 2782. [5568

1949 Alvis TA14 saloon, grey, grey upholstery, heater, beautiful condition; £450 o.n.o.—Timmis, Milestone, Castle St., Mere, Wiltshire. [5804

1953 (model) Alvis 3-litre saloon, sun roof, radio and heater; £745.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1938 Alvis 7-seater; £75 to clear.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

AREA dealers, new and used models always in stock; spare parts service.—Bottomgate Motors, Ltd., Bolton Rd., Darwen (774), and Bottomgate, Blackburn (5084). [0741

BROOKLANDS.—Sole London distributors, low-mileage used models in stock.—103, New Bond St., London, W.1. Mayfair 8351. Showrooms open 7 p.m. Saturdays 6 p.m. [C1039

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

£444!!!—1948 Alvis 14 convertible, this vehicle must be seen to be appreciated, impeccable original condition magnificent chassis, choice also another 1948, also a 1949 convertible.

LAMBS OF WOOD GREEN (established 1897): 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley Finchley 6222. [C2052

TO/21/100 Grey Lady, maroon/red, radio, pass lamps, heater, screen washers, wire wheels, dual exhausts, etc.; £1,075.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1952 Alvis 3-litre saloon, maroon with beige interior, one owner from new, low mileage and in perfect condition throughout; £650.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

Alvis Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Alvis.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

GATEHOUSE MOTORS pay cash for good used Alvis cars.—Highgate Village, London, N.6. Mountview 4444. [W2021

ERIC HAYES, Ltd., will always purchase good post-war Alvis cars.—Tel. Ambassador 8266. 15, Bishops Bridge Rd., London, W.2. [W2035

XXX Cash immediately for good Alvis.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 832 Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. 'Grams: Alviscar, Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams: Alvis, Coventry. [0951/R

MANCHESTER.—Alvis repairers and spares, main agents.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0653/R

LANCASHIRE and Cheshire sales, service and spares specialists, distributors.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0758/R

AMERICAN CARS

SIMPSON'S offer:—

NEW unregistered 1956 (r.h.d.) Ford Fairlane, Ford-o-matic drive, r. & h., signals, white side wall tyres.

1955 Ford r.h.d. Customline, Fordomatic drive.

1955 Plymouth r.h.d. Plaza, automatic transmission.

1954 Chevrolet r.h.d. Bel-Air, r. & h., all extras.

1953 Chevrolet drop head convertible, r. & h., all extras.

1953 Ford Country sedan, American shooting brake, r. & h., all extras.

1952 Hudson r.h.d. Hornet, r. & h., all extras.

1952 Buick Special 2-door saloon, r. & h., signals, seat covers.

1951 Ford Tudor saloon, r. & h. and other extras.

1949 Chevrolet de luxe, r. & h., all extras.

1949 Oldsmobile 88, hydramatic drive, r. & h., signals, all extras.

NEW, unregistered 1956 Pontiac Pathfinder shooting brake, r. & h., all extras, delivery after Motor Show.

NEW, unregistered 1956 Oldsmobile 98 4-door holiday sedan, equipped with dual range Jet-a-way Hydramatic drive, power-operated brakes, steering and seat, de luxe push-button radio, undereat heater, and defrosters and a host of other extras, colour black and cream, delivery after Motor Show.

NEW unregistered 1956 Oldsmobile 98 Starfire, equipped with dual range Jet-a-way Hydramatic drive, power-operated brakes, steering and seat, de luxe push-button radio, undereat heater and defrosters, and a host of other extras, colour red and white; delivery after Motor Show.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

POSTWAR CARS offer

1954 De Soto Firedome V8 4-door sedan, radio and heater, automatic transmission, power steering and brakes, an immaculate car in maroon metallescent cellulose; £1,115.

1951 Ford Customs V8 Fordor sedan, 4-door, radio and heater, overdrive, 25 m.p.g., two-tone blue, an outstanding example; £455.

1951 Mercury sport sedan V8, radio and heater, overdrive, an attractive car in the modern trend; £465.

1949 Pontiac Silver Streak 6 cyl. 4-door saloon, heater, black and chrome, in excellent condition; £385.

1949 Ford Customs V8 Fordor sedan, 4-door, new engine, 22 m.p.g., two-tone beige and maroon, above average; £385.

1947 Ford Customs V8 de luxe 4-door sedan, black and chrome, a bargain; £240.

PART exchanges welcomed; immediate hire purchase and insurance; genuine after sales service.

POSTWAR CARS, 436-438, Lady Margaret Rd., Southall, Middx. Tel. Waxlow 5028. [C3109

JOE THOMPSON MOTORS, Ltd., offer a selection of late model cars in excellent condition at competitive prices as detailed under Classified heading to be seen at our showrooms at 91/95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

American Cars Wanted

AMERICAN cars wanted; top prices paid for all types of American cars; before selling let us quote you a price.

POSTWAR CARS, 436-438, Lady Margaret Rd., Southall, Middx. Waxlow 5028. [W3109

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American car buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (ad). Leicester Sq. Tube Sta.), London, W.C.2. Temple Bar 3588.

ARMSTRONG SIDDELEY

P & J

PASS & JOYCE, the Armstrong Siddeley people, offer a miscellaneous selection of used Armstrong Siddeley Sapphires ranging in price from £895.

ALL these cars have been carefully inspected by our specialist mechanics and are covered by our 4 months' guarantee.

1956 Armstrong Siddeley Sapphire 236 saloon, manumatic gear box, overdrive, radio, one owner, cream and black with red interior; £1,295.

1956 model Armstrong Siddeley Sapphire limousine, automatic transmission, ride control, one owner, black with black leather and beige cloth interior; £2,450.

1956 Armstrong Siddeley Sapphire saloon, automatic transmission, radio, one owner, black with red interior; £1,695.

1954 Armstrong Siddeley Sapphire saloon, preselectric gear box, Corinthian green with matching interior; £895.

1948 Armstrong Siddeley Hurricane coupe, radio, green with fawn hood and green interior; £375.

LET us quote part exchange prices and demonstrate the typical Pass & Joyce used car to you.

WE are the largest Sapphire distributors.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039

A

ARNES OF ALBEMARLE STREET offer:—

1955 Armstrong Siddeley Sapphire automatic, blue/silver grey, radio, heater, low mileage, immaculate; £1,195.

1947 7-46 Armstrong Lancaster, exceptionally good condition; £355.

ALL the above cars carry our 3 months' guarantee.

SHOWROOMS: 28, Albemarle St., W.1. Hyde Park 9323.

SPARES and service: Steeles Rd., Haverstock Hill, N.W.3. Primrose 4467. [C1109

WM

WELBECK MOTORS, Ltd. (official retailers for the Armstrong Siddeley Motor Co.), for new and used Armstrong Siddeleys. Again we offer a remarkably reasonably priced earlier Armstrong:—

1950 Armstrong Siddeley Whitley, green, synchromesh, radio; £375.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

BROADWAY MOTORS, Hounslow, offer:—

£795!!!—1954 Armstrong Sapphire saloon, choice of 2 low mileage specimens, one synchromesh, one preselectric; trade enquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1115

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1950 Armstrong Siddeley Lancaster saloon, radio, heater, etc.; £350.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1008

1950 2.3-litre Armstrong Siddeley drop head coupe, perfect condition; £300.

J. BURNS, Ltd., Chadwell Heath, Essex. Tel. Ilford 0166. [C421

CHARLES FOLLETT, Ltd., official Armstrong Siddeley retailers, offer:—

1954 (Oct.) Armstrong Sapphire, automatic gear box saloon, black, one owner, radio, twin carburettors, twin exhaust system; £1,095.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£295!!!—1947 Lancaster saloon, loose covers, heater.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 Sapphire, black/red, pre-selectric, one owner, 20,000 miles; £895.—Dunham & Haines, 46, Castle St., Luton 2100/1 [C1079

1953 Armstrong Whitley, black, synchromesh gear box, heater, low mileage, excellent condition; cost over £1,400; £540.

JOHN CAMPBELL MOTORS, Ltd., 415, Holloway Rd., N.7. Tel. North 4441. [C1036

£260—Armstrong Siddeley Typhoon saloon, 1949, first-class condition, heater, quick sale, owner going overseas.—Tel. Epsom 2676. [C855

1950 (Sept.) Armstrong Siddeley Whitley saloon, very clean car; £425.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. [C5038

1950 Armstrong Lancaster, black, heater, carefully used and maintained; £425.—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114

1952 Armstrong Hurricane, blue and blue leather, radio, heater, good condition; £425.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1955 Armstrong Sapphire, automatic, radio, in superb condition throughout; £1,150.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

CASS'S MOTOR MART.—1952 (May) Armstrong Whitley, grey, r. and h., genuine 27,000 miles, outstanding condition; £575; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1948 Armstrong Siddeley Typhoon, beige, brown hide interior, 2 owners, heater, luxurious car, unmarked, superbly built, remarkable value; £325.—Hillwood Motors, Mill Hill (London) 4232. [C2108

APRIL 1954 Armstrong Siddeley Sapphire saloon, in dual green, twin carbs., electric gear box, one careful owner, three months' guarantee; £900.—G. S. Oscroft & Co., Ltd., Derwent St., Derby. [5957

1946 Armstrong Hurricane coupe, fitted new engine, new hood and tyres, heater, spot light, Regency covers, taxed year, a bargain at 259gns.; terms, exchanges welcomed.

C.A.T. MOTORS, 56, Warren St., W.1. Euston 1926. Primrose 3232. [6055

ARMSTRONG SIDDELEY

G S G

GUY SALMON

THE Armstrong Siddeley specialists, for sales, service or advice on these fine cars.

FULL range of new Sapphires for inspection and trial.

OFFER the following examples:—

1956 (July) Armstrong Siddeley Sapphire 234 saloon, duo green, 2,000 miles only, overdrive, sunshine roof, twin foglamps, H.M.V. radio, wing mirrors, absolutely as new; £1,585.

1955 (July) Armstrong Siddeley Sapphire 7-passenger limousine, fitted face-forward occasional seats, but no division, 12,000 miles, radio, original spare tyre unused, one owner, coat new £2,800; offered at £1,795.

1955 Armstrong Siddeley Sapphire saloon, automatic gear box, radio, etc.; £1,250.

1955 Armstrong Siddeley Sapphire saloon, synchromesh gear box, power steering, 16,000 miles; £1,095.

1953 (Sept.) Armstrong Siddeley Sapphire saloon, nominal mileage, black/beige leather, synchromesh gear box, one owner, extremely good value at £795.

1951 Armstrong Siddeley Lancaster saloon, black/brown hide, 22,000 miles only, immaculate condition throughout; £535.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

ARMSTRONG SIDDELEY Sapphire selectric delivered January, 1955, chauffeur maintained, low mileage, beautiful condition, one private owner; £925 bargain; exchange new 2.4 Jaguar or Ford Zodiac considered.—Tel. Chauffeur, Addiscombe 5338. [5985

1954 (July) Armstrong Sapphire, preselectric, mileage 19,000, Corinthian green, H.M.V. radio, heater, Ocelot seat covers, undersealed, twin carburettors, absolutely unmarked and in superb condition; £725.—George Hitchen, 3, North Park Drive, Blackpool. Tel. 25051. [6010

£795!!!—Armstrong Siddeley Sapphire saloon July 1954, with preselector gears, radio with twin speakers, heater, windscreen washers, wing mirrors, one titled owner since new, chauffeur driven and maintained, Corinthian green with natural hide upholstery, genuine low mileage and almost as brand new throughout.

CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1035

Armstrong Siddeley Cars Wanted

ALMOST new Armstrong required immediately.—A. Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX Cash immediately for good Armstrong Siddeley.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

ARNES OF ALBEMARLE ST., the Armstrong Siddeley specialists are ready buyers of good Armstrongs.—28, Albemarle St. Tel. Hyde Park 9323. [W1109

Armstrong Siddeley Spares and Service

AROOT ENGINEERING, Ltd.

ARMSTRONG SIDDELEY specialists; complete overhauls and engineering service; 48-hour exchange engine and gear box services, quick, guaranteed services by specialists; trade and retail.

PRESELECTOR gear boxes, exchanges, reconditioning 48-hrs.—Aroot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7301 and 7321. [0644/R

BIRMINGHAM joint distributors; spare parts from 1952.—Frank Moseley (A. S. & S.), Ltd., The Depot, Cope St., Birmingham, 18. Edg. 0916. [0548

PASS & JOYCE, Ltd., 27, Peter St., Manchester, 2, have large stocks of spares, reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6151. [0602/R

PASS & JOYCE, Ltd., England's largest distributors for Armstrong Siddeley, extend to their valued clientele the facilities of the official London Armstrong Siddeley service station for all after-sales service and spare parts; works.—The Hyde, Edgware Rd., Hendon, N.W.9. Colindale 5451. Armstrong Siddeley Motors, Ltd., Purley Way, Croydon, Surrey. [0760/R

ASTON MARTIN

DUNCAN HAMILTON & Co. offer:—

1953 Aston Martin DB2 saloon, 17,000 miles only, green with grey interior, Vantage engine, modified twin exhaust, heater, etc.; £1,295.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

1956 Aston Martin Mk. II 3-lt., DB2-4 d.h. coupe, Alfin drums, blue, 4,500 miles.

1955 Aston Martin 3-lt. DB2-4 saloon, black, 3,500 miles only.

1953 Aston Martin DB2 saloon and d.h. coupe, Vantage engine.

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1029

1954 DB2-4 saloon, Vantage engine, Al-Fin brakes, fitted radio and heater, 18,000 miles, full history available, black with champagne upholstery; offered at £1,650.

SPEED MODELS (Brian Finglass), 54, Warren St., Euston Rd., W.1. Euston 2156, after 6 Livingstone 7777. [C2104

DB1 drop head, recent new engine, ivory, pass lamps, new leather-type hood, excellent condition; £675.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7258/7154. [C1046

DROP head coupe Aston Martin DB2, finished in almond green, this car which has done a small mileage and has had only owner is offered at £1,525; your inspection without obligation and any exchanges are very welcomed.—Welwyn Service Depot, Ltd., Welwyn Garden 2345. [5699

1953 Aston Martin DB2 saloon, 33,000 only, in showroom condition and recently passed by works, Michelin X and very full equipment including radio, heater, screen washers, Bosch fog lamps; private owner buying Bentley; £1,200 or first near offer.—Box 4953. [6005

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ASTON MARTIN

HWM official distributors offer the largest selection of cars in the country. SEE Display Panel on page 97.

HW MOTORS, Ltd.—George Abecassis, Walton-on-Thames 2404-5-6. [4690

Aston Martin Cars Wanted

PINNER MOTOR Co. wish to purchase a privately owned DB2 or DB2-4.—Tel. Pinner 456. [W3105

GENUINE private buyer requires immaculate low mileage 1955/56 Aston-Martin saloon.—Box 4955. [6016

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ASTON MARTIN DB2-4; please state fullest particulars and lowest cash price.—Johnson, 41, St. Agnes Rd., Birmingham, 13. South 3018. [5964

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.—Spares, sales and service for pre-war Astons.—Old Windsor, Windsor 2002/3. [0799/R

AUSTIN A30

BENTALLS, Ltd.

1955 Austin A30 2-door saloon, blue, beige upholstery, heater; £465.—Kingston-on-Thames, Kingston 1001. [C1095

CAR MART, Ltd.,

SOLE London Austin distributors.

1955-56 Austin A30 2- and 4-doors; a selection from £425.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

MANN EGERTON.

1956 Austin A30 2-door saloon, green, heater, radio, spotlamps, etc., 3,000 miles; £535.

MANN EGERTON 14, Berkeley St., W.1. Hyde Park 2073. [C2006

L. F. DOVE, offer:—

1955 Austin A30 4-door saloon, 12,000 miles, heater, blue, beige interior; £465.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

RUSSELL MOTORS, offer:—

1955 Austin A30, 2-door, 12,000 miles only, Chelsea grey and red, heater, seat covers, etc.; £450.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

H. A. SAUNDERS, Ltd., offer:—

1955 A30 2-dr., black, red uph., heater, etc., recorded mileage 12,626; £445.

1956 A30 2-dr., tweed grey, red uph., recorded mileage, 6,004; £475

1956 A30 4-dr., tweed grey, red upholstery, recorded mileage 4,660; £485.

1956 A30 4-dr., black, red uph., radio, heater, etc., recorded mileage 5,590; £515.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PETER BANTOCK CAR SALES offer:—

1955 Austin A30 utility, fitted heater, radio, one owner; £425.—104, High Rd., Chiswick 2725/5870. [C1014

SEYMOUR & CLEMENTS, Ltd., offer:—

1955 Austin A30 4-door saloon, heater, etc., spotless condition, £50 worth of extras; £475.—38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

BROADWAY MOTORS, Hounslow, offer:—

£475!!—A30 Countryman, grey, one owner, only 9,000 miles, unmarked.

£495!!—1956 A30 4-door saloon, de luxe, blue, only 3,000 miles, also choice of brand new models, considerably under list; trade enquiries invited.—Hanworth Rd., Hounslow, Middx. (2 mins. Hounslow East Tube). Hou. 0175/9309. [C1113

CMI CAR SALES (Pri. 6623) offer:—

1955 Austin A30 2-door saloon; £435.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1956 Austin A30 2-door grey saloon, heater, etc., 3,000 miles only, taxed; £495.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield 1631. [C4009

1954 A30 4-door saloon; £410.—Hounslow 2151. [5904

1954 Austin A30, black/red, heater; £425.—Odeon Motors Ltd., Bar. 1144. [C3028

SPECIAL offer!—1956 new unregistered A30 saloon, grey, red interior; 6 months' guarantee; £505.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 5353. [C4060

1953 A30, black, 4-door, 20,000 miles, immaculate; £375.—Bere Regis 272. [5979

£509!!—New 1956 A30 4-door, Chelsea grey.—Below.

£499!!—New 1956 A30 2-door, green, with heater.—Vandervells Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

£435!!!—1955 Austin A30 de luxe saloon, one owner, as new, choice 2.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1955 Austin A30 saloon, 4,000 miles; £485.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. [C4051

1954 A30, black, beautifully maintained; £400.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1956 A30 saloon, 2,000 miles; £470.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004

1953 4-door saloon, black, heater, exceptional; £375.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080

AUSTIN A30

1955 Austin A30 2-door saloon, black, red leather, fitted heater, wing mirrors, rim caps, etc.; small mileage, immaculate; £450.

MCLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307-8. [C3085

LATE 1954 2-door, in exceptional condition; £465 or near.—Details from Helm, 73, Priests Lane, Brentwood 3292. [5858

1954 Austin A30 saloon, radio, wing mirrors, as new; £465.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

£400—A30 1955 (April) 2-door, blue, heater, undersealed, perfect, 14,000 miles.—22, High St., Rushden, Northants. Tel. 3148. [5861

1954 Austin A30 saloon, black and red, heater, 9,000 miles, one owner; £445.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

AUSTIN A30 4-door saloon 1955, black, 9,000 miles only, heater, full guarantee; £465.—Steele Griffiths, Rodney 2201-6. [5935

AUSTIN A30 Countryman 1955, light grey, unmarked, to-day's list £638; sale price £475.—Steele Griffiths, Rodney 2201-6. [5934

1954 (October) Austin A30 4-door saloon, heater, one owner, genuine 8,000 miles only, a really faultless car, 3 months' guarantee; £445.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., Finchley, N.3. Tel. Finchley 6236-7-8. [6038

DEC., 1955, Austin A30 2-door saloon, in black, heater, 7,000 miles only; 3 months' guarantee; £475.—G. S. Oscroft & Co., Ltd., Derwent St., Derby. [5956

1955 Austin A30 4-door saloon, heater, one owner, 15,000 miles; £450.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056/1

1956 Austin A30 2-door saloon, black, red upholstery, 137 miles only; £515.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

1954 Austin A30 2-door saloon, heater, spot lights, 12,000 miles, one owner, guaranteed; £385. Exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1955 Austin A30 low mileage 2-door saloon, black with red upholstery; £435; terms, exchanges.—Chelsea Cars, 365, Fulham Rd., Chelsea, S.W.10. Flaxman 2661. [C1115

1955 (November) Austin A30, green, 4-door, 13,000 miles, one owner, heater, washer, overriders, ashtrays, wing mirrors, protected carpets and upholstery, as new; £480.—Trafalgar 6781. [5871

425gns.—Austin A30 1954 saloon, one careful owner, spare unused, practically new; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE.—1956 Austin A30 2-door saloon, 11,000 miles, heater, £469; 1955 2- and 4-door, low mileage, heater, from £429; 1954, 2- and 4-door, heater, from £389.—Stockwell Rd., S.W.9. Brixton 6251. [C3068/1

PRIDE & CLARKE.—1956 Austin A30 2-door saloon, 11,000 miles, heater; £469. 1955 2- and 4-door, low mileage, heater; from £429. 1954 2- and 4-door, heater; from £389.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Austin A30 Cars Wanted

C

M

CAR MART, Ltd., London distributors, are anxious to purchase Austin A30 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [0952/R

ALMOST new A30 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Austin A30.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHT

AZ MOTORS offer beautiful 1947 8 4-door de luxe saloon; £265!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1946-7 Austin 8 saloon, heater, radio; £265.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098

Austin Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TEN

£285!!!—1947 Austin 10 de luxe saloon, bargain price; choice 2.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1946 saloon, new battery, good tyres, chrome, paint, interior, etc., in beautiful condition; £235.—Clissold, Peterbrook, Warstock, Birmingham, 14. Tel. Maypole 2116. [5800

1937 Austin 10 Cambridge de luxe saloon, black, maroon hide, clean; £135, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Austin Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A40

BENTALLS, Ltd.

1953 Austin A40 Somerset, beige/brown upholstery, sliding head, heater; £475.—Kingston-on-Thames, Kingston 1001. [C1093

GUY SALMON AUTOMOBILES offer:—

1952 Austin A40 saloon, one private owner, heater, grey/beige leather, exceptional condition; £465.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

AUSTIN A40

H. A. SAUNDERS, Ltd., offer:

1954 Austin A40 Cambridge, black, red uph., recorded mileage 17,953; £485.

1955 A40 Cambridge, black, red uph., heater; £575.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

RAYMOND WAY OF KILBURN.

1953 Austin A40 convertible in Cambridge blue with dark blue upholstery, in really immaculate condition, one owner since new, mileage only 23,000, fitted heater, overriders, etc.; £459gns.

OPEN 9 a.m. to 8 p.m. 6 days a week. Maida Vale 6044. [C4047

WARWICK WRIGHT, Ltd., offer:—

1954 Austin A40 convertible coupe, blue, blue upholstery, radio and heater, 10,000 miles; £595.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

BROADWAY MOTORS, Hounslow, offer:—

£625!!—1955 very special A40 Cambridge saloon, special finished in dual tone red/Chelsea grey, chrome body flash similar to A90, host of extras, only 7,000 miles, trade enquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1952 Austin A40 Countryman, fitted heater; £395.

MARLBOROUGH Works, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7835. [C1008

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1953 Austin A40 Somerset saloon, pastel green/beige leather, heater, one owner, exceptionally well maintained; £475.—226, High Rd., London, N.15. Tot. 0414. [6061

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Austin A40 saloon, excellent condition; £385.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1954 A40 Countryman, heater; £440.—Central Garage, Mirfield 2281. [6008

1954 Austin A40 Somerset saloon, black with brown upholstery; £485.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

£515!!!—1954 Austin A40 de luxe saloon, magnificent specimen, only wants seeing.

£485!!!—1953 Austin A40 saloon, one owner, 28,000 miles, beautiful car.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1952 (Nov.) Austin A40 genuine Countryman, fawn with heater, very attractive; £395.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 (late) Austin A40 Somerset; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1953 Austin A40 Countryman, one owner, green with tan interior; £465.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039

1953 Austin A40 Somerset saloon; £435.—Montroe Motors, Epping New Rd., Buckhurst 1171. [C3088

AZ MOTORS offer beautiful G82 (registered 1953) gift; £360!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 Austin A40 convertible, green, green leather interior, fitted heater, one private owner; £495.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1095

1952 Austin A40 Somerset, heater, road lamp, 29,000 miles only; £435.—Hatton Cross Garage, Feltham 2176. [C3092

1953 Somerset saloon, black, heater, one owner, splendid throughout; £475.—Davies Motors, Ltd., 273, London Rd., Staines. Tel. 4211-5. [C1080

1953 Austin A40, grey/blue, one owner, in very fine condition; £475.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1017

1950 A40, grey, very sound and clean £375.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1952 radio, tonneau cover, heater; £395.—Johnson & Brown, 268-270, High St. Bromley. Ravensbourne 8841-2. [C3075

£600 Tc.—1956 Austin A40 Countryman, grey/brown leather, heater, over-riders, one owner, taxed year, 10,000 miles only, guaranteed.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1955 Austin A40 Cambridge, low mileage, immaculate; £565.—A. Owen (Hendon), Ltd. The Hyde, Hendon, N.W.9. Colindale 3185. [C3096/1

1955 (July) A40 de luxe saloon, excellent condition; £545.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004

1949 A40 Countryman, guaranteed; £280, payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029/1

1955 A40 saloon, guaranteed, £540; also 1949 A40 saloon, £315; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

£475.—Austin A40 1954 drop head coupe, light grey, heater, one owner, immaculate.—Weybridge Car Sales, 31, Queens Rd., Weybridge 4464. [5991

1948 4-door Devon, ivory, beige leather, heater, excellent mechanically; £295; h.p. available.—Webb, Renown 6105 day, Redhill 4172 evenings. [C1124

1953 (Sept.) Austin A40 Somerset coupe, heater, one owner, almost as new; £465.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2058

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1954 Austin A40 Somerset saloon, black, brown leather, heater, low mileage, very clean throughout; £495.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1953 Austin A40 Somerset saloon, sliding roof, 21,000 miles, heater, one owner; £485.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3353. [C1083

1954 model A40 Somerset drop head, nice appearance, any trial; £415; note the reasonable price! Terms, exchange.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [5485

1949 Austin A40 Devon saloon, black, sun roof, heater, one owner, taxed, guaranteed; £350; terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C3102

1952 (Oct.) A40 sports, 27,000 miles, pale blue, excellent condition, one owner, Derrington head and manifold, many extras; £495.—Ravenscroft, 53, Highfield Grove, Stafford 1950. [5863

1950 Austin A40 Devon saloon, black, reconditioned engine, heater, exceptional condition throughout taxed; £375.—Griffins Garage, Ltd., Weybridge 2318. [6047

1953-54 Austin A40 Somerset saloons, heaters, choice of several from £420; guaranteed; exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 & 5968. [C3034

XXX 1955 Austin A40 Cambridge saloon, black with red upholstery, heater, a really immaculate one-owner car, written guarantee; £575; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

315gns.—Austin A40 1949 Devon saloon, Cambridge blue, blue leather, heater, loose covers, excellent condition, choice of two; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

!!! 445gns.—A40 1954 model de luxe saloon, one owner, heater, washers, visor, other extras, exemplary condition, engine reconditioned, immaculate coachwork exceptional value. Terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9. [5629

Austin A40 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A40 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 16, Uxbridge Rd., Ealing, W.5. Ealing 6600. [0957/R

ALMOST new A40 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX Cash immediately for good Austin A40.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

AUSTIN A50

CAR MART, Ltd..

SOLE London Austin distributors.

1955-56 Austin A50 Cambridges; a selection from £630.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039

MANN EGERTON.

1956 Austin A50 saloon de luxe, grey, 9,000 miles; £695.

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006

H. A. SAUNDERS, Ltd., offer:

1955 A50 Cambridge de luxe, black, chestnut uph., heater, recorded mileage 11,634; £615.

1955 A50 de luxe, Chelsea grey, red upholstery, heater, recorded mileage 4,512; £650.

1956 A50 Cambridge de luxe, tweed grey, chestnut uph., recorded mileage 5,420; £725.

H. A. SAUNDERS, Ltd., 856-862, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

PRIDE & CLARKE.—1956 Austin A50 saloon, 9,000 miles, heater, one owner, £599; 1955, 17,000 miles, £569.—237, Brixton Hill, S.W.2. Tul. 3664/5. [C3068

1955 Austin A50, one owner, fine order; £570.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1956 A50 saloon, 3,300 miles; £622/10.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004

1956 model A50 Cambridge saloon, 10,000 miles only; £695.—Hatton Cross Garage, Feltham 2176. [C2092

£575!!!—1955 model Austin A50 de luxe, blue, leather, heater, good tyres, one owner car, taxed year.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

£595.—1955 model A50 de luxe, blue leather, 17,000 miles only, and in really excellent condition; spare unused.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011/1

1955 A50 de luxe, blue, one owner, immaculate condition; £565 quick sale.—150, Tolworth Rise, Surbiton. Derwent 8161 evenings. [5970

1954 (December) Austin A50 Cambridge, cream/green, beige interior, radio, heater, 12,000 miles, as new; £575.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

ARCHIE SIMONS & Co., Ltd.—1955 Austin A50 de luxe, colour black, maroon leather upholstery, fitted heater, 10,000 miles only, immaculate; £615.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1956 Austin A50 Cambridge, de luxe, export model, one owner, 7,000 miles, radio, heater, etc., saving of £180 at £665; h.p., 3 months' guarantee.—Premier Motors, 295, Lewisham High St., S.E.13. Lee Green 1051. [C3083

AUSTIN A50

1956 Austin A50 de luxe, black, brown leather, 2,000 miles only, car as new and with many extras, guaranteed; £745.—Bells Service Garages, Austin Agents, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

£585!!!—Austin A50, ivory white with red leather, one of the most attractive offered, with many extras; if the speedometer read 5,000 you could believe it genuine as it's one of the most superb and magnificent vehicles we have had.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

Austin A50 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A50 cars and will pay attractive prices for those in exceptional condition.—Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0058/R

ALMOST new A50 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Austin A50.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN TWELVE

1947 Austin 12, black/brown leather upholstery, very good condition throughout; £245; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

1947 model Austin 12 de luxe, black, excellent condition throughout; £265, h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073. Fitzroy 0293. [C2095

Austin Twelve Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN SIXTEEN

A & S LTD., Austin Hirecars. See under Limousines column.

ALPE & SAUNDERS LTD. (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

£725!!!—1949 Austin 16 de luxe saloon, two owners, chauffeur driven, immaculate car.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

HEARSES; brochures available. We build deck on bearer, on the 16 chassis; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens. Richmond 1161. [C1102

HIRECAR limousine, March, 1952, heaters, one private owner, reasonable mileage, exceptional condition; £595.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1105

£545!!!—1951 Austin 16hp 4-door 7-seater Hire Car limousine, one owner only, this car has been taxed privately since new and never used for hire or funeral work, mileage is genuinely moderate and the car is in first-class condition throughout.

CAMDEN MOTORS, the Limousine Specialists, Leighton Buzzard 2041. Write for special Hire Car catalogue and illustrated brochure. Showrooms open until 8 p.m. [C1035

1948 Austin 16 (registered '52), black, heater, taxed, excellent condition throughout; £260, h.p. terms and exchanges.—E.R.C. Services, 5, Summerland Gdns., Muswell Hill, N.10. Tudor 8073. Fitzroy 0293. [C2095

225gns.—Austin 16 1946 saloon black, sliding head, brown leather, heater, good condition. Terms, exchanges, list. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1948 Austin 16, black, brown leather upholstery, very clean condition throughout, excellent mechanical order; £245; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

Austin Sixteen Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN EIGHTEEN

1939 Austin 18 Norfolk saloon, black, excellent condition throughout; £200.—Tel. Gerrard's Cross 4306. [5997

AUSTIN A70

CAR MART, Ltd.,

SOLE London Austin distributors.

£595.—Austin A70 Hereford de luxe saloon, sliding head, heater, registered February, 1955.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

ELM AUTOSALES, offer:—

1954 (June) Austin A70, one owner, low mileage, heater, etc., immaculate, in blue, with hide interior, perfectly maintained; £465.

ELM AUTOSALES, 68, Hartfield Rd., Wimbledon. S.W.19. Cherrywood 1615. [C2067

H. BEART & Co., Ltd., offer:—

1953 Austin A70 saloon, finished black, in nice condition throughout; £465.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

JACK BOND (SURREY BRANCH) offers:—

£425.—A70 1953 series, heater, immaculate.

VINTAGE AUTOS, 3, Rosehill Court, St. Heliers Ave., Morden. Mitcham 7330. [C4079

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 Austin A70 saloon, one owner, taxed, excellent condition; £449.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield 1631. [C4009

1953 model A70 Hereford, beige/brown, heater, etc., recent check overhaul; £395.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

AUSTIN A70

HEARSES? Brochures available. We have a Deck Hearse on the A70 chassis; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD. Station Approach Kew Gardens. Richmond 1161. [C1102

1953 Austin A70 saloon, black, with brown upholstery, one owner only, sun roof, excellent condition; £425.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

AUSTIN A70 de luxe saloon, fitted all extras, radio, heaters, spotlights, etc., nice runner; first £320 secures.—Eltham 2810. [5915

1952 A70 saloon, heater, radio, magnificent, guaranteed; £360.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1953 (May) A70 Countryman, 2,700 miles, reconditioned engine, used privately, heater, extras, as new throughout; £675.—Box 4896. [5844

1949 A70 saloon, magnificent, guaranteed; £285.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078/1

1952 Austin A70 Hereford saloon, 2 owners, fitted heater; £395.—Tulse Hill Motors, Ltd., 28, Tulse Hill, Brixton, S.W.2. Tulse Hill 7106. [C3071

1952 Austin A70 exceptional condition; £395.—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

£335.—1950 Austin A70 Countryman utility, the factory job with wooden body and folding seats; terms and exchanges.—Motomiles Bear Cross, Bournemouth. Northbourne 567. [5816

1952 (April) Austin A70 saloon, one owner, excellent condition, reconditioned engine and gearbox; £425.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

AZ MOTORS offer beautiful one-owner 1954 Hereford sun saloon, unrepeatable opportunity, £475. Also 1950 Countryman £299!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1954 A70, black with red trim, one owner from new; £450; hire purchase and part exchanges welcomed.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2035

1953 (Oct.) Austin A70 Hereford, black, brown interior, heater, one owner, beautifully maintained, £455; terms, exchanges.—Atalanta Service Station, 79/81, New Kings Rd., Fulham, S.W.6. Renown 1183. [C1123

Austin A70 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A70 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [0350/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

AUSTIN A90

G. S. HALL offer:—

£645!!—1955 A90 de luxe saloon, black, red leather, one owner and only 9,000 miles; trade enquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

DENHAMS GARAGE (ESHER), Ltd., offer:—

1956 Austin A90 de luxe saloon, as new condition throughout, one fastidious owner, matching Regency seat covers, 8,000 miles only, undersealed; £735.—High St., Esher. Tel. 2021. [C1100

1952 Austin A90 Atlantic, blue, new tyres, radio, excellent condition; £475.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227-8. [C3099

1951 Austin A90 Atlantic saloon, black with beige upholstery, radio, heater, twin spots, Ace Rimbellishers; £450.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23125-4-5. [C2090

1956 Austin A90, one owner, immaculate condition, low mileage; £750.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2095

£395.—Austin A90 convertible, electric radio, heater, first-class condition throughout; easy terms.—Humming Bird Garage, Watford Rd., St. Albans. Tel. 52050. [C2106

1950 Austin A90 power-operated convertible now available, cream and red, new hood, radio and heater; £375, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

£395!!!—Austin A90 Atlantic sports coupe, July, 1949, one change of ownership, a very well-maintained car with excellent bodywork, almost new Vynide hood, Fort Dunlop tyres all round (brand new August this year), electric hood, heater and radio, Ace Rimbellishers etc., very fine order throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

Austin A90 Cars Wanted

CMCAR MART, Ltd., London distributors, are anxious to purchase Austin A90 cars and will pay attractive prices for those in exceptional condition.—163, Bromley Rd., Catford, S.E.6. Hither Green 6111. [0059/R

AUSTIN A90 (6-cyl.)

CAR MART, Ltd.,

SOLE London Austin distributors.

1955-56 Austin A90 Westminster de luxe saloon; a selection from £660.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039

£750!—Westminster de luxe, March, 1956, beige with tan leather, overdrive, radio, heater, etc., unmarked and as new; exchanges.—Imperial Motors, Exmouth 5045. [6045

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A90 (6-cyl.)

H. A. SAUNDERS, Ltd., offer:

1955 A90 Westminster de luxe, blue, blue, beige uph., radio, heater, recorded mileage 10,140: £695.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

GEORGE NEWMAN & Co. offer:—

1955 (April) Austin A90 Westminster saloon de luxe, 15,000 miles, one owner; £595.—369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

WARWICK WRIGHT, Ltd., offer:—

1955 Austin A90 6-cylinder Westminster saloon, blue, grey upholstery, heater, 8,000 miles; £695.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

AUSTIN A90 Westminster 1956, very low mileage, choice 2 colours; £795.—Steele Griffiths, Rodney 2201-6. [5935

1955 Austin A90 Westminster, black, a beautifully kept demonstration car; £695.—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1097

1955 Austin Westminster saloon, finished in black with red upholstery, one owner, Smiths radio, small mileage; £675.—Drys Garage, Kenton. [5890

1955 (April) A90 Westminster, green, washers, spot, taxed, 15,000 miles, one owner, private sale; offers.—Box 4973. [6040

AUSTIN A105

CAR MART, Ltd.,

SOLE London Austin distributors.

£925—Austin A105 saloon, heater, registered June, 1956.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

£999!!—New 1956 A105, beige/green.—Vandervelle Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

AUSTIN A125 & A135

CAR MART, Ltd.,

SOLE London Austin distributors.

£1195—Austin A135 Princess saloon, radio, heater, sliding head, registered September, 1954.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039

A & S LTD. A.125 L.W.B. Limousines. See under Limousines column.

ALPE & SAUNDERS LTD. (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1949 Austin Sheerline saloon, black with blue upholstery; £435.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

HEARSES? Brochures available. We stock Deck and Bearers on the Princess; inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS) LTD. Station Approach, Kew Gardens. Richmond 1161. [C1102

1951 Austin Sheerline saloon, black, one owner, perfect condition; £445.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7. [C2036

G & M ALFREDS (1936), Ltd.—1952 series Austin Sheerline saloon, radio, heater, much above average.—6-7, Warren St., W.1. Euston 3268. [C1005

£745!!!—1952 Austin Princess de luxe saloon, grey bodywork, grey leather, only two owners, chauffeur driven, also choice another used by elderly gentleman, in mint condition.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

AUSTIN Princess 1951 de luxe saloon, spotless black coachwork, well above average condition; £585; terms, exchanges.—Draysey Motors, 529, Coventry Rd., Small Heath, Birmingham. Tel. Victoria 0460. [5869

1951 Austin Sheerline de luxe saloon, black, beige interior, one owner, radio and heater, known history, spotless condition, taxed; £435, exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

A MOST beautiful Austin Princess 4-door sun saloon, fitted television, radio, heater, air conditioner; new price nearly £3,000; appearance and condition of a new car; £660; without television £595; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027

Austin A125 and A135 Cars Wanted

C
M
CAR MART, Ltd., London distributors, are anxious to purchase Austin A125 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Austin House, 297, Euston Rd., London, N.W.1. Euston 1212. [0552/R

C
M
CAR MART, Ltd., London distributors, are anxious to purchase Austin A135 cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., 320, Euston Rd., London, N.W.1. Euston 1212. [0057/R

ALPE & SAUNDERS Ltd. require Princess Limousines and Saloons in above average condition.

A & S Ltd. Providence Court, North Audley Street. (Near Selfridges). Mayfair 2941. [W1006

SEVEN-PASSENGER Sheerline and Princess Limousines required. Top prices paid for condition.

JACK ALPE, 50, Marylebone High St. W.1. Welbeck 1124. [W1103

ALMOST new A125-A135 required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Austin Sheerline.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 8000; Seven Sisters Rd., Tottenham, N.15. [0598/R

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austin.—Tel. Weybridge 2253. [0541/R

Austin Spares and Service

A
FOR Austin.—Wimbledon for everything Austin.—Spares pre-war and post-war exchange units from stock; also 3.4 B.M.C. diesel spare parts and conversion sets as stock; Saturdays till 6 p.m.; night spares service available till 11 p.m.

WIMBLEDON MOTOR WORKS, Ltd., 29, High St., S.W.19. Wim. 0123. [0414/R

THE CAR MART, Ltd.

LONDON distributors.—Spare parts for all model cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500), and at 16, Uxbridge Rd., Ealing, W.9 (Ealing 6600); and 382, Streatham High Rd., S.W.16 (Streatham 0054); 163, Bromley Rd., Catford, S.E.6 (Hither Green 6111). [0160/R

AUSTIN, the main agents for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-60. [0196/R

AUSTIN genuine spares and specialist service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0500/R

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [S3054

SMITH & HUNTER.—Repairs and service at the double.—Works: Edge St., W.8. Ring Park 2472. Established since 1908. [S4019

AUSTIN spares, any year, any part; largest stockists in U.K.; exchange units; try Northwood's first.—44-47, Newington Causeway, S.E.1. Hop. 2832/2820. [0729/R

C. G. NORMAN & Co., authorised Austin main spare parts stockist, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Vic. 2211 [0271/R

AUSTIN spares, all models, keenest prices, send for our 132-page illustrated catalogue, price 1/- post free.—Witham's, 18, Balham Hill, London, S.W.12. Battersea 3280. [0488/R

AUSTIN parts and components for cars, vans and commercial vehicles.—J. Gibbs, Ltd., Main Parts Stockists, Longbridge House, Great West Rd., Bedfont, Feltham, Middlesex. Tel. Feltham 4274-5. [0399/R

PRYNN & STEVENS, Ltd., the South London Austin depot.—Full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184/R

AUSTIN-HEALEY

DUNCAN HAMILTON & Co., offer:—

1954 Austin-Healey, 16,000 miles, green with green interior, Le Mans specification including disc brakes, overdrive, Laystill head and crankshaft, modified suspension, twin exhausts, special steering wheel, etc., works maintained and just overhauled; a unique and exceptional example.

33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

1954 (Oct.) Austin-Healey 100, overdrive, white, blue leather, wire wheels, 11,000 miles only, specimen; £695.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727.

1955 green, Pirelli tyres, etc., specimen; £745.—Chipstead Motors, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

MAYFAIR GARAGES, Ltd.—October 1953 1100 sports 2-seater, jewellescence blue, outstanding performance; £545.—Balderton St., W.1. Mayfair 3104-5. [C3009

1956 Austin-Healey 100, blue, with cream fibre glass detachable hard top, sliding windows, Dunlop undersealed, showroom condition throughout; £895.—E. Whittaker, 66, Murray Rd., Ealing, W.5. [6014

ROSE & YOUNG, Ltd., offer 1956 Austin-Healey 100 BN2, 4-speed gear box, 8,000 miles, as new, fitted extras, ice blue; £865.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

Austin-Healey Cars Wanted

R
ROWLAND SMITH'S, the car buyers.—Highest cash prices for Austin-Healey.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Austin-Healey required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

HEALEY Car Sales require urgently good Austin-Healeys.—42, North Audley St., W.1. Mayfair 3507. [6708

XXX Cash immediately for good Austin-Healey.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

1956 Austin-Healey or very low mileage 1955 hard top.—Write Advertiser, "Threeways," 2, Firshaw Rd., Meols, Cheshire. [5826

Austin-Healey Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Rav. 3665. [0536

AUSTIN-HEALEY spares and service; for specialized Austin-Healey service bring your car to the Donald Healey Motor Co., Ltd.; Le Mans tuning kits and high compression pistons available.—Service: Donald Healey Motor Co., Ltd., 2-4, Reece Mews, South Kensington. Tel. Kensington 1004. [3651

BANTAM

MAYFAIR GARAGES, Ltd.—Feb. 1940 7bhp sports 2-seater (Austin), pastel green, very smart car with outstanding performance; £135.—Balderton St., W.1. Mayfair 3104-5. [C3009

BENTLEY (3½, 4¼-litre and New 4¼-litre)

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JACK BARCLAY Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.

JACK BARCLAY, Ltd., Berkeley Sq. Mayfair 7444 (open until 7 p.m.). [C1082/R

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1953 R type standard saloon, automatic gear box, finished in two-tone green with grey hide upholstery, registered October; £3,150.

1953 saloon by Hooper, finished in midnight blue with tan hide upholstery, registered December, one owner, many special features; £3,500.

1952 lightweight saloon by H. J. Mulliner, finished in moss green with beige hide upholstery; £3,150.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

MANN EGERTON.

1954 Bentley R type automatic gear saloon, grey with grey leather upholstery, 19,000 miles; £3,350

MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006

H. C. PAUL, Ltd.

1955 Bentley R-type saloon, automatic, finished in silver grey and velvet green, grey hide, 29,000 miles, one owner; £3,250.

1954 (July) Bentley R-type standard steel saloon, automatic, Tudor grey and red, 23,000 miles, one owner, exceptional condition; £3,250.

1951 (Dec. '50) Bentley standard steel saloon, one owner, moss green and beige upholstery, in very exceptional condition; £1,425.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621-2. [C3040

PB Ltd., offer:—

1947 Mark VI standard steel saloon, reconditioned engine, car very carefully maintained.

1937 4¼-litre Park Ward sports saloon, exceptional condition.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

R. F. FUGGLE, Ltd.

TWO 4¼, both fitted with Hooper body, splendid Bentley history.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

PEDIGREE Cars offer:—

1951 Bentley Mk. VI standard steel saloon, midnight blue, a very excellent car in every respect, thoroughly recommended; £1,425.—340, Euston Rd., N.W.1. Euston 7889. [C3095

JACQUIER, Ltd., offer:—

1947 Mark VI S.S. saloon, dual colour, exceptional condition; £1,295.

1937 series H.K. 4¼-litre Park Ward 4-door saloon, radio and heater, in nice condition £595.

1935 3½-litre Vanden Plas 4-door saloon, metallic grey; £395.

1934 3½-litre Thrupp & Maberly 2-door saloon, black, engine just overhauled; £545.

SEVERAL others in stock.

JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

KNIGHTSBRIDGE offer:—

1952 Bentley Mk. VI standard steel saloon, big bore, small boot, shell grey, fawn interior, 49,000 miles only, 2 owners, fully maintained and in beautiful condition; £1,925.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4066. [C2036

RUSSELL MOTORS offer:—

1939 overdrive Bentley Park Ward saloon, radio, heater, screen washers, etc., exceptional car.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

SWANMORE GARAGE, Ltd.

1952 James Young 4-door saloon, 31,000 miles.

1952 Harold Radford saloon.

1950 steel saloon, engine overhauled; photograph and price on request.

1936 Bentley 4¼ Park Ward saloon.

1176 Christchurch Rd., Bournemouth. Southbourne 43344. [C4024

METCALFE & MUNDY, Ltd.

1934 Bentley 3½, blue and grey, excellent order; £265.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7. [C3064

SANDERSON & HOLMES, Ltd.,

THE Official Rolls-Royce and Bentley retailers and repairers for S. Derbyshire, Leicestershire, Rutland and Burton-on-Trent.

WE have several good, used one owner Mark VI Bentleys for disposal, e.g.,

1951 Mark VI Standard saloon, green, one owner, chauffeur kept; subject to our 6 months' guarantee; £1,700; part exchanges; credit facilities.

LONDON Rd., Derby.—Also Bentley House, London Rd., Leicester. Tel. Derby 47471, Leicester 59665. [C4073

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½, 4¼-litre and New 4½-litre)

CMCAR MART, Ltd.

£3495.—Bentley R type saloon, automatic, passed manufacturers, registered December 1954.

£2450.—Bentley R type saloon, synchromesh, guaranteed, registered July 1953.

£1295.—Bentley 4¼-litre saloon, guaranteed, registered July 1948.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. [C1039

WEYBRIDGE AUTOMOBILES offer:—

1954 (September) Bentley saloon, black, automatic gear; £3,150.

1953 (July) Bentley saloon, TN series, duo-grey; £2,595.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233. [C4094

JACK BOND (West End Branch) offers:—

1935 3½ special short chassis close coupled sports saloon, two owners, beautiful condition.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

PARK GARAGE (MOLESEY), Ltd., offer:—

1953 Bentley R type saloon, 26,000 miles, superb condition; £2,875.

1951-2 Bentley saloon, big bore, 2-tone grey, history; £1,850.

PARK GARAGE (MOLESEY), Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. [C3037

CENTRAL GARAGE (CROYDON), Ltd., offer:—

1949 (November) Bentley 4¼, fitted with beautiful sports sedanca saloon by James Young, finished in silver and dark blue, grey leather, very good history and whole car in immaculate condition; £1,475. —Fell Rd., Croydon. Croydon 7464. [C1086

1951 Bentley Mark VI, black and tan; £1,575.

1951 Bentley Mark VI big bore, 22,000 miles only, one owner; £2,000.—Below.

1949 Bentley Mark VI; £1,095.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151.

JACK OLDING & Co. (MOTORS), Ltd., official Bentley and Rolls-Royce retailers, offer:—

1956 (September) Bentley S series saloon, velvet green, green hide, 300 miles; £5,100.*

1956 (June) Bentley S series saloon, velvet green, beige hide, 3,100 miles; £4,950.*

1955 (October) Bentley S series saloon, black, beige hide, 8,400 miles, one owner; £4,650.*

1955 Bentley 4½-litre saloon, special 2-tone beige, automatic, 15,000 miles; £3,750.*

1954 Bentley 4½-litre saloon, Tudor grey, grey hide, automatic, 20,000 miles; £3,450.*

1954 Bentley 4½-litre saloon, velvet green and shell grey, synchromesh, 17,500 miles; £3,350.*

1953 Bentley 4½-litre saloon, midnight blue, beige hide, one owner; £2,450.*

1952 Bentley 4½-litre saloon, black, red hide; £2,150.*

1950 Bentley 4¼-litre saloon, black, light blue hide; £1,650.*

1949 Bentley 4½-litre 2-seater with dicky, grey, blue leather, one owner; £1,250.

* Passed by officially appointed service station.

AUDLEY House, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3030

S. MORRIS & COMPANY, London, W.1, offer two exceptional used Bentleys:

1950 Bentley Mark VI saloon, magnificent vehicle, razor-edge body by H. J. Mulliner, costing over £7,000 when new, duo-grey, heater, radio, many extras; £2,250.

1949 Bentley Mark VI saloon, identical to the above car, less than 15,000 mls. since complete overhaul, black, brown hide interior, radio and heater; £1,750.

40 Conduit St., London, W.1. Regent 0494 (6 lines). [5757

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers, offer:—

1954 Bentley automatic gear box saloon, velvet green, 16,000 miles; £3,450.

1954 Bentley automatic gear box saloon, black, one owner, 29,000 miles; £3,150.

1953 Bentley automatic gear box saloon, black, one owner, 51,000 miles, sold new and maintained by us; £2,975.

1952 Bentley big bore saloon, black, one owner, genuine 37,000 miles only, superb order, regularly maintained in our own Service Station.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

BOLTON! Bentley 1936 4¼ sports saloon by H. J. Mulliner, radio, heater, taxed; bargain, £350. PILKINGTONS, Garside St., Bolton. Tel. 4582. [5765

1952 black-green Bentley, 4½ litre, 46,000 miles; £1,975 o.n.o.—Mayfair 4564. [5950

1934 (November) Rolls-Bentley sports saloon; £350.—Western 1497/Knightsbridge 6435. [6043

1949 Bentley Mark VI standard steel saloon, black, beige hide interior, loose covers, H.M.V. radio, heater, spotless condition; £1,395.—Below.

1934 Bentley 3½-litre drop head foursome coupe, black, in outstanding condition throughout; £395; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1954 (late) Bentley automatic with luxurious Harold Radford Countryman, 17,000 miles, most immaculate; £3,395.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Sio. 5213. [C4036.

1951 Bentley Mark VI, chauffeur driven, interior as new, history; £1,500.—Montrose Motors, Ltd., Wembley 2636/4443. [5590

1937 model Park Ward saloon, 4¼-litre, HK series, above average condition, recent comprehensive overhaul; £515 o.n.o.—Box 4668. [5148

1948 (December) Bentley standard saloon, black, H.M.V. radio, excellent condition.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

BENTLEY (3½, 4¼-litre and New 4½-litre)

1934 Bentley 3½ Park Ward saloon, guaranteed; £280; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

BENTLEY Continental, small mileage, just been serviced by Bentleys, general condition unscratched, as new; £6,350.—Tel. Mayfair 8319. [5424

AUTOWORK, Ltd., offer 1951 Bentley Mark VI saloon, £1,695; also at £1,425; both exceptional. —Southgate St., Winchester. Tel. 4965. [C1010

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272), officially appointed Bentley retailers and repairers; reliable used cars in stock. [3836

1952 Bentley standard saloon, big bore, one owner, 17,000 miles, repeat 17,000 miles only!—W. Mumford, Ltd., Abbey Garage, Tel. Plymouth 63481. [5843

BENTLEY 4¼-litre saloon, 1936, black with blue; £495.—Apply: Newton of Huddersfield, Ltd., Viaduct St., Huddersfield. Tel. Huddersfield 3311 (3 lines). [5776

1955 Bentley R type, automatic, dual grey, 17,000 miles, one owner, Bentley serviced, immaculate; £3,750.—Montrose Motors, Ltd., Wembley 2636/4443. [4948

1935 Bentley sports saloon 3½-litre, excellent condition; £385 o.n.o.—The Hollies, Evesham Rd., Cook Hill, nr. Alcester, Warwickshire. Alcester 283. [5850

1948 Bentley Standard steel saloon, black, brown hide, radio and heater, 27,000 miles on new engine, full history available, faultless condition throughout; £1,075.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-3. [C4097

£1495!!!—1950 Bentley Mk. VI de luxe saloon, only 60,000 miles, virtually like brand new throughout, looks and runs as though it's done 20,000 miles.

£465!!!—1937 Bentley 4¼ Park Ward sports saloon; this Bentley is the finest you can see at the price; compare its condition anywhere you like.

£333!!!—1935 Bentley 3½ sports saloon, outstanding condition, bargain price.

LAMBS OF WOOD GREEN (Established 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

£535.—1938 (June) Park Ward sports saloon, two tone grey, blue leather, fitted heater, reasonably low mileage.—Central Newbury Car Auctions, Ltd., Newbury, Berks. Tel. 2003. [4549

1955 model (delivered December, 1954) Bentley R-type saloon, automatic gear box, mileage 16,000 only, condition as new throughout; price £3,800. —Grose, Ltd., Northampton. N'pton. 31682. [1713

1954 Mark VI Bentley standard steel saloon, Automatic, one owner, Bentley history, excellent condition; £2,950.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Belgravia 3721. [C3006/1

CASS'S MOTOR MART.—1937 Bentley 4¼ sports saloon, black, recent engine overhaul, R. & H., outstanding condition; £695, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1954 model (delivered May) Bentley R-type saloon, automatic gear box, mileage 31,000, condition exceptional throughout; price £3,150.—Grose, Ltd., Northampton. Northampton 31682. [1714

1954 Bentley R-type saloon, automatic gear box, maroon with beige upholstery, 16,000 miles, one owner, exceptional condition throughout; £3,350.—Caffyns, Ltd., Tunbridge Wells. Tel. 22585. [5442

ARCHIE SIMONS & Co., Ltd.—1936 Bentley sports saloon by H. J. Mulliner, two-tone grey, very good example of this popular model; £445.—93, Gt. Portland St., W.1. Lan. 1343. [C4015

MAYFAIR GARAGES, Ltd.—Apl. 1937 4¼ Park Ward close-coupled, cream/black, Bentley history extract, superlative condition; £495.—Balderton St., W.1. Mayfair 3104/5. [C3009

1948 Bentley Mark VI special sports saloon by James Young, cost £5,450 new, colour green, in impeccable condition throughout, five new Indian tyres just fitted; £1,550.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

BENTLEY R type, May 1953, 43,000 miles, one owner, duo grey, immaculate, all extras; £2,550.—Stonebridge Service Station, Ltd., Harrow Rd., Wembley. Tel. Wembley 2619 & 8781. [5939

1951 Bentley Mark VI standard steel saloon, big bore, immaculate condition throughout; £1,695.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006/1

1948 Bentley standard saloon, midnight blue with beige upholstery, first registered 1949, perfectly maintained, in sound condition, bodywork immaculate; price £995.

MORRIS, Three Thorns Cottage, Moor Lane. Tel. Wilmslow, Cheshire, 5011. [5886

1954 Bentley R type saloon, finished in metallic grey with red hide upholstery, one owner, exceptional condition; £2,950.—Evans & O'Malley, Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353 and 1709. [5903

295 gns.—Bentley 1935 3½-litre sports saloon, sliding head, leather, heater, carefully used; choice of two; terms, exchanges, list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

BENTLEY 1953 (July) standard R type saloon, finished in velvet green with grey leather upholstery, one owner, 38,000 miles, beautifully maintained by official retailers who supplied the car; £2,300.—Below:—

1950 Mark VI Bentley, fitted with H. J. Mulliner sports saloon body, finished two shades of blue with blue leather upholstery, in magnificent condition throughout; £1,895.—Harry Martin, 25, Devonshire Place Mews, London, W.1. Welbeck 3294. [C3092

1954 Bentley R type with automatic gears, grey and silver with grey hide upholstery, total mileage 20,000, full history available, whole car immaculate; £3,150.—Jack Smith, 25, Bruton Place, W.1. Mayfair 0661-2. [C4082

1948 Bentley Mk. VI standard steel saloon, black with beige hide, radio, heater, sliding roof, this car is absolutely unmarked and equal in condition to any 1953 Bentley for sale in the country today accept £1,050.—George Hitchen, 3, North Park Drive, Blackpool. Tel. 25051. [6011

BENTLEY (3½, 4¼-litre and New 4½-litre)

1952 Bentley 4½-litre Park Ward drop head coupe, green, fawn leather, full equipment, one owner, Bentley maintained throughout, full history available, superb condition.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

ROSE & YOUNG, Ltd., offer 1954 (July) Bentley Mark VI automatic saloon, 30,000 miles only, one owner, duo-colours, indistinguishable from new; £2,975. —65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

1953 Bentley Mark VI Countryman by H. Radford, fully equipped, duo black/green, green hide, low mileage.—Brooklands, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1039

1950 Bentley Mark VI standard steel owner-driven saloon with division, radio, heater, most attractive car, midnight blue and grey, two private owners; £1,450, the Advertiser has a later model Bentley.—Tel. Str. 2367 evenings. Tulse Hill 4646 day. [5812

1937 Bentley Park Ward 4¼ sports saloon, grey with beige hide, unmarked, engine overhaul Rolls works Feb. 1956, total genuine mileage 73,000, specimen condition, complete toolkit and instruction books; £550.—Tel. B'ham South 3018, after 7 p.m. [5902

1951 (Nov., '50) Bentley Mark VI standard steel saloon, black/tan leather, tubeless tyres, radio, heater, Ace Rimbellishers, serviced by makers, any trial, full flow oil system, the whole car in immaculate condition, genuine reason for sale; view and demonstration by appointment; £1,575; terms, exchange considered. —Simpson's, Caxton, Cambridge. [5188

1948 (October) Bentley saloon, finished in unmarked black with blue leather interior, fitted all extras, taxed yearly, all new tyres, a really immaculate specimen, two owners from new, full tool kit and instruction books, a really genuine car at the most attractive figure of 895 guineas, this car is without doubt the finest example we have ever offered at this low figure; terms, exchanges.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester 6. Pendleton 3457. [C3000

BENTLEY (PRE 1931)

BENTLEY 6½-litre saloon, 1927 model, green with grey; £195.—Apply: Newton of Huddersfield, Ltd., Viaduct St., Huddersfield. Tel. Huddersfield 3311 (3 lines). [5777

BENTLEY 3-litre Red Label 2-seater, 1926, fitted with 1928 engine, B.R.G., car is in first-class order, original throughout; £300 o.n.o. Can be seen in or near London by appointment.—Reply Box 4944. [5966

Bentley Cars Wanted

CMCAR MART, Ltd., official retailers, are anxious to purchase Bentley cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Grosvenor 3434. [0958/R

EXCELLENT price for good Bentley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

PEDIGREE CARS urgently require good post-war Bentleys.—340, Euston Rd., N.W.1. Euston 7889.

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

DUNCAN HAMILTON & Co. urgently require post-war Bentleys.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

WE will buy or part exchange your Bentley for a new one.—Loxham's, Rolls-Royce & Bentley Showrooms, Fishergate, Preston. Tel. 4245. [0636/R

XXX Cash immediately for good Bentley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

GEORGE NEWMAN & Co. purchase for cash post-war Bentley cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3025

JACK OLDING & Co (MOTORS), Ltd., purchase good used Bentley/Rolls-Royce cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m. [W3030

WEYBRIDGE AUTOMOBILES, Ltd., official retailers; attractive prices paid for low-mileage post-war Bentley cars.—Queen's Rd., Weybridge. Tel. 2233. [0540/R

WANTED in June, 1957, 4-seat d.h. coupe or tourer; £200/£400.—Write Kerridge, P.O. Box 441, Manila, Philippines, with returnable snapshot, full details. [5847

Bentley Spares and Service

ASERVICE unequalled.

OFFICIAL repairers Bentley cars.

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines).

JACK BARCLAY (SERVICE), Ltd., Danvers St., Chelsea, S.W.3 (near Battersea Bridge). [S1082/R

CHARLES POLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0593/R

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce service, overhauls and renovations. —84-90, Holland Park Ave., Kensington. Park 5077. [S3050

ALL spares and replacements for pre-war Rolls-Bentleys; full repair service at most favourable prices.—Compton, 69, Westow St., Crystal Palace. Tel. Livingstone 3368. [0490/R

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bond.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY OF KILBURN. [0827/R

BORGWARD

1955 Isabella, 13,000 miles, very well maintained; £835.

1954 Isabella, 24,000 miles, one owner, most beautifully kept, left-hand drive; £655.
TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

BORGWARD "Isabella" saloon, 1955, unquestionable; £600; exchange considered.—81, Alresford Rd., Winchester. [C1010

JULY 1955 Borgward Isabella, grey, red leather, heater, current list price over £1,200, one owner, low mileage, as new and unmarked; supreme value at only £825. —Hulbwood Motors, Mill Hill (London) 4232. [C2108

BRISTOL

CHARLES FOLLETT, Ltd., offer:—

1954 Bristol 404 2-door sports saloon, metallic maroon, grey hide, heater, radio, 17,000 miles, maintained by makers, superb car, combining performance with comfort; £1,995.
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1953 (July) Bristol 403, one owner, extremely well maintained; £1,395.

1953 Bristol 401, one owner, excellent condition, 34,000 miles; £1,275.
TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

UNIVERSITY MOTORS, Ltd., guaranted cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0618/R

BRISTOL 1950 401, radio, heater, beautiful throughout; £710, private bargain.—167, Tudor Way, Rickmansworth. Tel. 3820. [5920

1952 (July) Bristol 401, in immaculate condition, one owner; £1,150.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [5882

1955 403/5 saloon, outstanding car, photograph and price on request.—Swanmore Garage, Ltd., 1176, Christchurch Rd., Bournemouth. (Southbourne 43344). [C4024

SERIES Bristol 401 drop head coupe, radio, heater, new tyres, etc.; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050/1

1955 Bristol 405 saloon, one owner, 24,000 miles, radio, heater, etc.; bargain £1,975.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol, 1. Tel. 25280. Bristol distributors for Somerset, Wiltshire, Devon and Cornwall. We invite enquiries for the world-famous Bristol cars. Brochure by return. Demonstrations arranged by appointment. A selection of used Bristols always available covered by our guarantee. Confidential out-of-income facilities available. [0474/R

Bristol Cars Wanted

LOW mileage 403 wanted privately during November; condition and price.—Box 4961. [6022

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX Cash immediately for good Bristol.—H. P. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. (Scout model); spares, comprehensive stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144/R

BUGATTI

GENUINE vintage Bugatti saloon, 33hp, in exceptional condition; recently rebuilt; £280.—J. Lemon Burton, Edgware Rd., N.W.2. Gladstone 7677. [0870/R

BUGATTI type 49 3.3-litre 4-str. drop head, private owner invites offers; recent engine overhaul, new valves, crank regrind; body and hood very good, newly painted; drive anywhere London area for inspection.—Write Box 4962. [6021

Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, Lonsdale Rd., Kilburn, N.W.6. Gladstone 7677. [0071/R

BUICK

SIMPSON'S offer

1952 Buick Special 2-door saloon, r. & h. signals, seat covers.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015

1949 Buick, r.h.d., excellent condition; £485.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1954 Buick Super, 11,000 miles only.—Simpson's Motors, Camborne, Cornwall. Tel. Camborne 3201. [5832

1947 series Buick 8-seat convertible, electric hood and windows, heater, pale blue; £395; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 Buick hydramatic 4-door saloon, radio and heater whitewall tubeless tyres, most beautiful condition, one owner; £925.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. Opposite Finchley Rd. Tube Station. Ham. 9661. [4726

Buick Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Buick buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1 Hyde Park 7121. [0303/R

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141/R

CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

THE exclusive Eldorado Seville, 1956, 2,500 miles only; in silver grey.
ALSO; 1955 Cadillac Special hard top coupe, power steering, power brakes, 2-way power seat, Hydramatic drive, radio, heater, etc., a most impressive car finished in dark green and ivory.

1954 Cadillac 4-door saloon, black, 12,000 miles.
ALSO Cadillac convertible, ohv engine, electrically operated hood and windows, Hydramatic drive; £975.
JOE THOMPSON (MOTORS), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Kensington 4858-9. [C4028

£375—Cadillac V8 saloon (reg. Nov., 1947), air-conditioned, radio, most attractive.
WOOD & LAMBERT, Ltd., 49, Stamford Hill, N.16. Sta. 3434. [C4093

1951 Cadillac, Fleetwood, radio, heater, defroster, condition as new; £450 o.n.o.—Apply after 6 p.m. or week-ends.—3, Wood Rd., Shepperton, Middx. [5974

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Cadillac buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691. [W4015

Cadillac Cars Wanted

JOE THOMPSON (MOTORS), Ltd., require Cadillacs. —91-95, Fulham Rd., S.W.3. Kensington 4858. [W1028

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. [0304/R

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum and Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012/R

SEE SPECIAL FEATURES IN THIS ISSUE
On Pages 130 – 142 ★ and Pages 149 – 150

CHEVROLET

SIMPSON'S offer:—

1954 Chevrolet r.h.d. Bel-Air, r. & h., all extras.

1953 Chevrolet drop head convertible, r. & h., all extras.

1949 Chevrolet de luxe, r. & h., all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

AUTOSALES (LONDON), Ltd.

1955 Chevrolet Bel-Air de luxe saloon V8, right-hand drive, fitted radio, heater, 11,000 miles only; £1,525.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [5596

1953 Chevrolet, radio, heater, excellent condition; £795.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1951 Chevrolet Powerglide, radio, heater, outstanding condition; £595.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1950 Chevrolet convertible, radio, heater, power operated hood, excellent condition; £565.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 Chevrolet Bel-Air r/h drive, new and unregistered, colour black.
C. A. NELSON, Ltd., Abbey Lane, Leicester. Tel. 61978. [5809

£595—1951 Chevrolet de luxe saloon, right-hand steering, supplied new in this country, magnificent car, 25mpg; terms and exchanges.—Motomiles, Bear Cross, Bournemouth. Northbourne 567. [5817

Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Chevrolet buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane (adj. Leicester Sq. Tube Stn.), London, W.C.2. Temple Bar 3589. [W1027/R

Chevrolet Spares and Service

CHEVROLET distributors, spare parts, cars and trucks.—Green Ace Motors, Ltd., 301, Norwich Rd., Ipswich. Tel. Ipswich 81995. [0801/R

CHEVROLET.—Concessionaires for the United Kingdom, hold good stock of spares, same day service. D. & C. Concessions, Ltd., 13/14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 3588. [0677/R

CHRYSLER

1951 Chrysler Windsor de luxe, radio, heater, immaculate; £675.
SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3 Hampstead 8676/7779. [C4016

Chrysler Cars Wanted

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Chrysler buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

Chrysler Spares and Service

AUTOSALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495/R

CITROEN

CN.K. MOTORS offer:—

1952 Citroen Light 15 saloon de luxe, choice of two, sunset grey or maroon; at £435 and £425; both these cars are in outstanding condition in every way and coming up to our high standards are offered with 3 months' guarantee.
CN.K. MOTORS, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1953 Citroen Light 15 saloon de luxe, 300 miles only on, reconditioned engine; £475.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

SIMPSONS MOTORS (WEMBLEY), Ltd., English Car Sales Division, offers:—

1950 Citroen, immaculate; extras; £450.

1947 Citroen; £295.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1950 Citroen Light 15, bright and mechanically excellent; £350.
THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3099

£210—Citroen Big 15, 1940, lovely condition. —Box 4911. [5856

1952 Citroen 15hp, very clean; £345.—John Alcock, Walley St., Biddulph, Stoke-on-Trent. Tel. Biddulph 3174. [5884

1954 (Aug.) Citroen Light 15, black, 36,000 miles, excellent condition, heater; £495.—Belcher, 83, Clifton Hill, N.W.8. Maida Vale 5154, evenings. [5866

1954 Citroen 6 sunshine saloon, one owner, sunset grey, Smith's heater, loose covers, immaculate condition, taxed; £625.—Bowes Road Garage, Bowes Rd. (North Circular Rd.), N.11. Bowes Park 2294/5/6.

1950 series Citroen Light 15 de luxe saloon, maroon, new tyres, heater, taxed; £350 exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1950 Citroen Light 15 saloon, finished in black with red hide upholstery, excellent condition throughout; £295; terms arranged if desired.—Call 16, Doran Drive, Shaws Corner, Redhill, Surrey. [6037

C. G. NORMAN & Co., Citroen sole distributors for the County of London; service, spares and replacement units, fully guaranteed, used models at competitive prices always in stock.—50, Vauxhall Bridge Rd., S.W.1. Vic. 2211. [0756/R

£435—Citroen Light 15 1951 series, outstanding example, distributor maintained, host extras; another at £398; many others; we welcome A.A. or R.A.C. exams.; hire purchase exchanges; existing H.P. accounts.
BENMOTORS, 1 Clarendon Rd., W.11 (50yds. Holland Park Tube). Park 5066-7 and Park 2971. [C1017

Citroen Cars Wanted

EXCELLENT price for good Citroen.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Citroens.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LEX GARAGES, Ltd., Ace Corner.—Consult the largest buyers of used Citroens in England.—North Circular Rd., N.W.10. Elg. 5585. [0971

CN.K. MOTORS are very good buyers of specimen Citroens; we particularly require several Light 15's. 1952 onwards.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1053

Citroen Spares and Service

LG

FOR good and quick service in Central London for your Citroen, consult Lorraine Garage and ask for Mr. Hammond.—29-30, Elvaston Mews, Queen's Gate, N.W.7. Knightsbridge 6974. [S1086

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187/R

SHRIMPTON'S MOTORS, Ltd., Distributors. W.4. Showrooms, 242-4, Brompton Rd., S.W.3. Ken. 9464.

SPARES and Service: 137/143, High Rd., Chiswick, W.4 (Chis. 6159), and 47, Montrose Place, Halkin St., S.W.1 (Sloane 5490). [0727/R

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48 hrs.; all spares stocked [0585/R

DAIMLER

A1 at Brown's.

1940 (May) Daimler 2½ saloon, beautifully kept and maintained by titled owner, 84,000 miles only, practically unmarked and in amazing condition throughout; must be seen to be believed; 3 months' written guarantee; unrepeatable at £395.
W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

DENHAMS for Daimler.

ALWAYS a selection of new and good used cars available.
DENHAMS GARAGE (ESHER), Ltd. Tel. 2021 Esher, Surrey. [C1100

CAMDEN MOTORS, Ltd.

DAIMLER 2½-litre saloon, 1950, carefully used car, privately owned since new, almost entirely original throughout and in first-class mechanical order; £435.

DAIMLER, 2½-litre special sportsman's streamlined coupe, 1951, 18hp model with overdrive and twin carburettor engine, heater, radio and Rimbellishers, black with fawn hide interior; this car is the finest specimen of the Daimler sports coupe we have ever handled, it will appeal to the most discriminating purchaser; £895.

DAIMLER, Conquest Century saloon, June, 1956, Mark II series, in black with fawn hide interior, genuine mileage 2,600, the car is literally as brand new throughout and we will endorse the makers' guarantee; offered at £400 below its original cost a month or two ago at £1,285.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

DENHAMS GARAGE (ESHER), Ltd., offer:—

1952 Daimler Empress saloon by Hooper, superb, one owner, example, nominal mileage, luxuriously finished; £1,650.

1954 Daimler Conquest Century saloon, fitted radio, immaculate throughout; £950.

1955 Daimler Century roadster, immaculate in every detail, very low mileage; £1,350.—High St., Esher, Surrey. Tel. 2081. [C1100/1

CHARLES FOLLETT, Ltd., official Daimler agents.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

COMPLETE range of Daimler cars always available for immediate delivery.

STRATSTONE, Ltd., 40, Berkeley St., W.1. [C4022

CASS'S MOTOR MART.—1939 Daimler 18 saloon, black, outstanding condition; £295.

1954 Daimler Conquest saloon, black, red hide, genuine one 22,000 miles, unblemished, one owner; £595; written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1953 Daimler Conquest saloon, black and brown upholstery; £775.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

DAIMLER.—Always a good selection available at Coventry & Jeffs, Ltd., Daimler Specialists, Bristol 20091.

1955 (Oct.) Daimler Conquest d.h coupe, fully enclosed tonneau cover, radio, heater, power-operated hood, silver-grey, red leather, 7,000 miles.

BROOKLANDS, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m.

1954 Daimler Conquest saloon, H.M.V. radio, one owner, 3 months' guarantee; £825.—Winchester Motor Co., Ltd., Winchester. Tel. 3231. [6007

A DAIMLER exchange? Ask Ralph Clewes at the Coventry Motor Mart, Ltd., official area dealers for part of Warwickshire.—Write or Tel. Coventry 2146-7. [0444

1951 Daimler Consort de luxe saloon, black, maroon hide, beautiful condition, taxed December; £495; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1953 Daimler Conquest, one owner and always chauffeur driven and maintained, low mileage and as new condition; £745.—Gordon & Glynn, 79, Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. [C2075

425 ens.—Daimler, 1949, 2½-litre saloon, birch grey, sliding head, blue leather, preselector, heater, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROSE & YOUNG, Ltd., offer 1954 Daimler Conquest Century saloon, low mileage, one owner example, fitted radio, as new, metallic grey; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

£845 !!!—Magnificent Daimler Conquest de luxe saloon, only one ownership, chauffeur maintained, just 3 years old but virtually still looks and runs like brand new, if the speedometer recorded 3,000 miles one could believe this to be so as it is so unmarked and immaculate.

£595 !!!—1952 Daimler Consort de luxe saloon, speedometer reads 18,000, whole vehicle like brand new, unmarked bodywork, mechanically unsurpassable, one owner, of course.

LAMBS OF WOOD GREEN (Established 1897).—100 guaranteed cars, exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

DAIMLER 17hp 4-door convertible, 1936, a magnificent car, from its inception maintained in the fastidious manner befitting a car of this quality, almost unmarked in royal blue and black, luxuriously appointed in blue hide and polished walnut, first class mechanical condition giving impressive performance with surprising economy, a distinctive and beautiful motor car; £199.—Crosscars, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [5921

Daimler Cars Wanted

SEVEN-PASSENGER 1947/1951 Limousines required; details please:—

JACK ALPE, 50, Marylebone High St. W.1. Welbeck 1124. [W1103

ROWLAND SMITH'S. the Car Buyers.—Highest cash prices for Daimler.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Daimler required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

EXCELLENT price for good Daimler.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

XXX Cash immediately for good Daimler.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

A DAIMLER area dealer for a large part of Warwickshire welcomes your enquiries re exchanges for new or used models.—Tel. The Coventry Motor Mart, Ltd., London Rd. Tel. 2146-7. [0445

Daimler Spares and Service

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [0156/R

ROOT ENGINEERING, Ltd.—Complete overhauls and engineering services, Daimler cars, preselector gear box exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Ken. 7501/7321. [0236/R

DAIMLER and Lanchester repairs, spares, gear boxes a speciality; reasonable charges.—A. A. Titmuss & Co. (formerly with Daimler Co.), 81, Clapham Rd., S.W.9. Reliance 1647. [0666/R

DARRACQ

METCALFE & MUNDY, Ltd., offer:—

A MOST fabulous Darracq, late property of eminent titled personage, fitted with a breathtaking streamlined fixed head coupe coachwork with sliding head by Figoni & Falaschi, tastefully cellulosed in navy blue with chromium plated wheels, all cellulose and chrome in unblemished order, radio with twin speakers, alternate horns, built-in head and rear light, fantastic performance, faired in rear wheel, bevelled glass, Cotal gear box giving lightning acceleration; £1,375.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186/7. [C3064

DELAGE

CASS'S MOTOR MART.—1938 Delage D8 120 sports saloon, blue and silver, genuine 37,000 miles, superb example.—5, Warren St., W.1. Euston 4110. [C1040

1939 show model Delage D8 120 sports saloon, immaculate, engine rebored and overhauled, 1,500 miles ago, lovely looker; £575.—Tel. Astwood Bank 82. [6003

DELAHAYE

1949 135M Pennock drop head foursome, Cotal gear box, history known, excellent throughout; £595; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

DE SOTO

AUTOSALES (LONDON), Ltd.

1951 De Soto de luxe saloon, r.h.d., radio, heater, absolutely as new; £925.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [6761

1954 De Soto Firedome. See under "Postwar Cars" in the American Car Section. [C3109

D.K.W.

DKW rebuilt cabriolet, pre-war model, registered here in 1955, re-upholstered, all woodwork recovered, car just going into paintshop for 2-tone grey finish, guaranteed mechanical overhaul, labour and materials for 6 months; truly wonderful buy at £365.

DKW B. & M. GARAGES, Ltd., for D.K.W. cars, genuine spares, guaranteed repairs and overhauls; terms, exchanges, etc.—42a, St. Michael St., Paddington 6877. [0016/R

D.K.W. Cars Wanted

DKW 3-6 Sonderklasse wanted, cash or exchange 1953 Austin Somerset.—Box 4929. [5917

DODGE

1955 Dodge Royal saloon, radio, heater, Hydramatic drive, low mileage; £1,550.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123-4-5. [C2090

FIAT

H. C. PAUL, Ltd.

1955 Fiat 600 saloon, dark blue, 5,000 miles, one owner; £495.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0621/2. [C3040

BRADSTOCK MOTORS, Ltd., offer:—

1955 series Fiat 1100, radio, heater, spot, taxed, low mileage, immaculate; £650.—Chase Rd., Epsom 5696-7; also 454-456, London Rd., North Cheam, Surrey. Tel. Fairlands 6285. [C1090

WOKING MOTORS, Mercedes distributors.

1900 Fiat saloon, 8,000 miles, one titled owner, superlative performance, with five-speed gear box and traffic clutch, Weber carbs, radio, heater, whitewall tyres, December '53/4, cost £2,000; accept £895.—Maybury Hill, Woking 4277-8. [C4057

MAYFAIR GARAGES, Ltd.—Latest Fiat models in stock.—Below.

MAYFAIR GARAGES, Ltd.—Fiat 1955 1100 Millecento saloon, small mileage, almost new; £675.—Below.

MAYFAIR GARAGES, Ltd.—Fiat 1955 (reg. Sept., 1956) 600 saloon, grey, small mileage, almost new condition; £485.—Below.

MAYFAIR GARAGES, Ltd.—Fiat (reg. 1953) 500C ohv convertible coupe, dark green, outstanding condition; £345.—Below.

MAYFAIR GARAGES, Ltd.—1952 (reg.) Simca 500 convertible l.h.d. coupe, outstanding condition; £225.—Below.

MAYFAIR GARAGES, Ltd.—Fiat (reg. 1940) 500 converted 500 Station-Wagon, excellent condition; £165.—Below.

MAYFAIR GARAGES, Ltd.—Fiat 1938 1100 508c saloon, above average cond.; £150.—Below.

MAYFAIR GARAGES, Ltd.—Fiat 1957 model 500 convertible coupe, good condition; £98.—Below.

MAYFAIR GARAGES, Ltd.—Full price lists and copy of Autocar road test report on request.—Below.

MAYFAIR GARAGES, Ltd., Fiat/Simca West-End Showrooms, Balderton St. (opp. Selfridge clock), W.1. Mayfair 3104-5. [C3009

C. V. RUSHMER AUTOMOBILES, official Fiat agents for new and guarantee used models.

C. V. RUSHMER AUTOMOBILES.—1955 1900A saloon, 5-speed fluid drive, 85mph, 28mpg, radio, heater, one owner, as new, cost £1,500; £975.

C. V. RUSHMER AUTOMOBILES.—1956 TV (February), one owner, as new, radio; £895.

C. V. RUSHMER AUTOMOBILES.—1956 600 convertible, 4,000 miles; £595.

C. V. RUSHMER AUTOMOBILES.—1955 500 C convertible, one owner; £450.—45c, Holland Park Mews, W.11. Park 5731. [C3061

S. & S. MOTORS, Fiat official agents, offer below new or used Fiats combined with London's finest after-sales service.

S. & S. MOTORS.—1938 500cc, new hood, good mechanically; £155

S. & S. MOTORS.—1939 500cc cabriolet, reconditioned engine, metallic blue, bumpers, etc.; £185.

S. & S. MOTORS.—1949 1100cc saloon, excellent condition, leather upholstery; £265.

S. & S. MOTORS.—1956 1100cc Millecento pillarless saloon, 3,000 miles only, one owner, perfect condition; £695.

S. & S. MOTORS offer several 500cc; from £80 to £120, in good running order.

S. & S. MOTORS, London's most central Fiat agents; showroom and workshops devoted to Fiat cars.—Tel. Paddington 6174, 18, Leinster Ter., W.2. [C4090

1955 Fiat 1900A saloon, blue with blue upholstery, 5-speed, fluid drive, radio and heater, 85mph, 32mpg, 12,000 miles; £975.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

1939 Fiat 500 de luxe convertible saloon, colour mist blue, completely overhauled, £100 spent, faultless condition; £165.—46, Sutherland Rd., Brighton. Tel. 20590. [5983

1939 Fiat 1100, respayed and decarbonised last Christmas, heater, spotlight, reversing light, Windtones, Jaeger speedometer, other extras; £195.—Perkins, Flat 1, 4, Polworth Rd., S.W.16. Streatham 7714. [5978

FIAT

1955 (June) Fiat 1100, 12,000 genuine miles, one owner, grey, heater, Weber carburettor, ocelot loose covers, offers.—Hulme, 4-5, Northwood Hall, N.6. Day, Chancery 5448; evenings, Mount View 8561. [6041

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MAYFAIR GARAGES, Ltd.—Top cash prices for Fiat.—Balderton St., W.1. Mayfair 3104-5. [0695/R

S. & S. MOTORS pay more for Fiats; distance to purchase no object.—18, Leinster Terrace, W.2. Paddington 6174. [W4090

Fiat Spares and Service

S. & S. MOTORS, London's largest Fiat stockists, 18, Leinster Terrace, W.2. Pad. 6174. [0145/R

FIAT genuine spares from Fiat (England), Ltd., Water Rd., Wembley, Middx. Tel. Perivale 5651, and officially appointed distributors and dealers throughout the country. [0909/R

FIAT 500, 1100 and 1500, full range spares, replacement parts, new and used reconditioned bench-tested engines, starter motors, dynamos, radiators; springs in exchange; stamp list.—Derrington, 159, London Rd., Kingston 5621-2. [S1071

FORD ANGLIA

A1 at Brown's.

1955 (August) Ford Anglia saloon, blue, interior to match, heater, radio, Handa overdrive, taxed year, 14,000 miles only, indistinguishable brand new, cost over £700; first £525 secures.

1955 (July) Ford Anglia de luxe saloon, black, and red interior, overdrive, heater, radio, 14,000 miles, as new; £525.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284.

G. S. HALL offer:—

1957 Anglia saloons, why secondhand? Choice of colours from stock; part exchanges welcomed.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100/1

G. S. HALL offer:—

1956 Anglia Utility, similar to Escort, only 3,000 miles, wonderful value at £475; trade enquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

PERRY'S OF HARROW.

HAVE an excellent choice of post-war 8hp saloons available.

'PHONE Harrow 4282 and 9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus. Depot). [0099/R

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Anglias always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1955 Anglia (Show '54), black, faultless; £485.—Below.

1953 Anglia, recent recon. engine; £325.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1956 (Feb.) Ford Anglia, grey, red upholstery, heater, 15,000 miles, one owner; £485.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [C3050

1953 Ford Anglia, good condition throughout, taxed; £300.—110, Battersea Rise, S.W.11. Battersea 0349. [C1096

1948 Anglia, just recellulosed, in excellent condition throughout; £225.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1955 Ford Anglia, fawn, one owner, low mileage; £485 .—Brent Cross Garage, Hendon Way, N.W.4. Spe. 1196. [C1097

1955 (Nov.) Anglia de luxe, HC head, twin carbs, very fast, radio/heater and many extras; 8,500 miles. Tel. Put. 2736. [5969

1956 Anglia de luxe, blue, heater undersealed, 6,700 miles, one owner; offers.—Hall, Riv. 5260 evenings. Tra. 6441 daytime. [5881

1953 Ford Anglia saloon, fawn, new engine; £335.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C3077

1956 (June) de luxe Anglia, fitted heater, Hereford green, condition immaculate and Ford maintained; £545.—Tel. after 6 p.m., Leytonstone 1814. [6001

425 cns.—Ford new Anglia, 1954 saloon, wing mirrors, chromed bumpers, excellent condition; terms, exchanges.—Rowland Smith, below.

125 cns.—Ford Anglia 1940 saloon, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE.—1956 Ford Anglia saloons, 9,000 miles, heater, from £499; 1955, low mileage, heater, from £469; 1953, from £429.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

1954-5 Anglia new type saloons, fitted heaters, guaranteed; from £435; exchanges and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1947 Ford Anglia, black, very clean condition throughout, fitted rear lights; £195; h.p. terms and exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3100

Ford Anglia Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Anglia cars.—Used Car Depot., Hyde Park 4070. [W1066

1954-5-6 Anglia, urgently wanted.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Anglia required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Anglias.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD POPULAR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Ford Popular, black with red, many extras, low mileage, excellent condition; £345; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

ELM AUTOSALES offer:—

1955 (model) Ford Popular, Bristol fawn, red interior, one owner, extras fitted, 20,000 miles, superb condition; £315.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. [C2007

BOWES ROAD GARAGE offer:—

£295.—Popular 1954 model (reg. Nov., '53) saloon, Black red interior, in exceptional condition throughout.—Bowes Rd. (North Circular Road), N.11. Bowes Park 2284/5/6. [5918

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Popular cars always available, 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1954 Ford Populars, choice of two, black and fawn; from £305.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1955 Popular, black, trafficators, guaranteed; £310. —Campbell Symonds, Perivale 4456. [C1037

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 (November) Ford Popular, £50 extras, low mileage; £335.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1954 Ford Popular saloon, blue, many extras; £295.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1954 Ford Popular, flashing indicators; £290.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

PRIDE & CLARKE.—1955 Ford Popular saloons, low mileage, heater, from £309; 1954, heater, exceptional selection from £279.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

295 gns.—Ford Popular, late 1954 saloon, trafficators, parcel shelf, loose covers, excellent condition, choice of 4; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford Popular Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Popular cars.—Used Car Dept., Hyde Park 4070. [W1066

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Populars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD TEN

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 Ford 10, Martin Walter utility, extras; £395. —355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

Ford Ten Cars Wanted

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0179/R

FORD SQUIRE

1956 Ford Squire estate car, works mileage, list price.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1956 Ford Squire, 6,000 miles, heater, anti-thief ignition switch, tartan covers, double wing mirrors, pale grey, insured to March, 1957.—Chi. 7152. [5875

FORD PREFECT

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1955 Prefect saloon, fawn with red upholstery, heater, one owner, excellent condition; £520; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

G. S. HALL offer:—

1957 Prefect saloons, why secondhand? Choice of colours from stock; part exchanges welcomed. —302, King St., Hammersmith, W.6. Riverside 2861. [C2100

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available.

TEL. Harrow 4282/9140 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp Bus Depot). [0100/R

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1952 (late) Ford Prefect, fawn, heater, spot light, taxed; £295.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

HENLYS offer with 4 months' guarantee

1953 Ford Prefect saloon, loose covers, black with beige interior; £395.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [6032

BROADWAY MOTORS, Hounslow, offer:—

£475!!—1955 Ford Prefect, black, red interior, 10,000 miles only, one owner, perfect throughout; trade inquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9509. [C1115

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Prefects always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

CLARKE & SIMPSON, Ltd., Ford retail dealers, offer:—

1955 (September) Prefect, black/red, heater, one owner; choice of 2 from £495.

49 Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

FORD PREFECT

1957 Ford Prefect and Anglia de luxe saloons, heater, list from £587/2.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1955 Model Prefect, heater, in very good condition; £495.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1956 model Prefect de luxe saloon, heater, etc., as new throughout; £565.

G. P. MORLEY, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

£289.—1949 Prefect, in exceptional condition, reconditioned engine, perfect; terms, exchanges.

D. F. WYATT, Ltd., 31-35, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1956 Ford Prefect, 1,200 miles; £595.

1947 Ford Prefect, leather upholstery; £235.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1956 model Prefect de luxe saloon, 4,000 miles only, finished in Dorchester grey, one owner, maintained and serviced by us since new; £575.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1095

1952 Ford Prefect saloon, black with fawn leather, engine overhauled, exceptional value; £300. —Griffins Garage, Weybridge 2318. [6049

1956 and 1955 Ford Prefect and Prefect de luxe, low mileage, one owner, as new, from £510. —Jennings, Richmond 3368. [C3103

1953 Prefect saloon, heater, one owner, guaranteed, £345. Exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1954 model Ford Prefect, black, red leather upholstery, heater; £465; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

JACK ROSE, Ltd., Ford agents, offer 1956 Ford Prefect saloon, 8,000 miles, in Dorchester grey; £525. —Stafford Rd., Wallington, Surrey. Wallington 6677 and Burgh Heath 2376. [C3056

FORD Prefect, 1955, mileage 9,200, one owner, condition as new, black, interior red leather, heater, windscreen washer; £525.—McFall, Great Easton, Essex. Tel. Great Easton 315. [5996

1956 Ford Prefect, finished in grey with heater, wing mirrors and sun visor, one careful owner, in faultless condition; £540.—Gee Cars, Ltd., 169, Fulham Rd., S.W.3. Mac. 3363 or Kni. 4733. [5943

NEARLY new Ford Prefect de luxe, delivered July, 1956, heater, radio, ivory finish, registered, insured July, 1957, will sell direct or exchange older model Rolls, Bentley, Jaguar; owner going abroad needs larger car.—Box 4835. [5761

1956 (August) Ford Prefect saloon, fawn with red, heater, 2,000 miles only, a new car in every respect, 3 months' guarantee; £575.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

275 gns.—Ford Prefect 1949 saloon, leather, heater, excellent condition, choice of two; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

PRIDE & CLARKE.—1956 Ford Prefect de luxe saloon, 6,000 miles, heater, £569; 1955, 9,000 miles, heater, from £509; 1953, 18,000 miles, one owner, £358; 1948, £219.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Ford Prefect Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Prefect cars.—Used Car Dept., Hyde Park 4070. [W1066

ALMOST new Prefect required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Prefects.—Hampstead (Tube), N.W.3. Ham 6041. [W4013/R

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1955 Consul saloon, green with beige upholstery, heater, radio, wing mirrors, seat covers, moderate mileage, excellent condition; £595.

1955 Ford Consul saloon, Bristol fawn, red upholstery, heater, moderate mileage, excellent condition; £585; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1956 (April) Consul Mk. II saloon, black and red interior, heater, taxed year, 8,000 miles, carefully used and maintained; £745 secures.

1954 model Ford Consul, black and red leather interior, heater, radio, seat covers, taxed year, beautifully kept and maintained; £495 secures; choice of another in grey.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2294. [C1025

CAR MART, Ltd.

£565.—Ford Consul saloon, heater (extras), registered February 1955.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039

ELM AUTOSALES, Ltd.

1954 (October) Consul convertible, Dorchester grey with red, one owner, heater, low mileage, looks as new throughout; £565.

ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1954 Ford Consul de luxe saloon, black, red upholstery, recon. engine just fitted, one owner; £475.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

FORD CONSUL

B. J. HUNTER, Ltd., offer:—

1955 Ford Consul convertible, all extras, low mileage; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PALMERS OF KENSINGTON.

1955 Consul Mark I convertible, heater; £595.

1955 Consul Mark I saloon, heater; £550.

1954 Consul saloon, heater; £485.

1951 Consul saloon, heater; £385; all cars guaranteed; exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

PHILIP RICKARDS, Ltd., offer:—

1956 Ford Consul Mk. II convertible, Warwick green, with fawn hood, fitted heater, works mileage; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

COMPTON & FULLER, Ltd., offer:—

1956 Ford New Consul, phase II, blue, heater, as new; £745.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

BROADWAY MOTORS, Hounslow, offer:—

£595!! 1956 Consul Mark I saloon, fawn, red interior, heater, 5,000 miles only.

£745!! 1956 Consul Mark II saloon, special grey/black dual-tone finish, heater, 3,000 miles, completely as new, trade inquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1115

WOOD & LAMBERT, Ltd., main dealers.

1954 Consul saloon, fawn, heater and many extras, 20,000 miles; £515.

49 Stamford Hill, N.16. Sta. 3434. [C4095

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Consuls always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1953 Ford Consul, fawn/red leather, fitted heater, recorded mileage 25,000, exceptional condition; £475.—226, High Rd., London, N.15. Tot. 0414. [6060

NEW CROSS CAR MART, Ltd., Ford dealers, offer:—

1954 Consul, 19,000 miles, one careful owner, heater, taxed; £495.—71, Lewisham Way, S.E.14. Tid. 2908. [C3084

1957 Ford Consul Mk II, Sarum blue, heater, list £735.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1954 Consul; £510; fawn, red upholstery, heater, immaculate, taxed Dec.—Ring Fre. 4671. [6000

1955 Ford Consul saloon, one owner, heater, fawn, red, taxed, immaculate; £585.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1956 Consul Mark II saloon, fitted heater, nominal mileage; £750.

1955 Consul saloon, very low mileage, fitted heater, leather, loose covers and many other extras, indistinguishable from new; £575.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1954 Ford Consul saloon, one owner, very well kept; £495.

TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4036

1951 (November) one-owner Consul, fitted radio, heater, wheel discs; £410.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 8266. [C2035

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1956 Ford Consul convertible, approximately £175 extras, 3,000 miles only; £950.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

CONSUL convertible 1954, small mileage, one owner, Whitewall tyres, heater, etc., £575.

£488.—1954 Consul, leather, heater, small mileage, one owner, terms, exchanges.

D. F. WYATT, Ltd., 31-35, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

1956 Ford Consul saloons, latest type, delivery mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Ford Consul drop head, very low mileage, heater, leather, in excellent condition throughout; choice of 2 from £625.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1955 model Ford Consul, black, red leather, low mileage, seat covers, wing mirrors, etc., exceptional condition; £575.

McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307-8. [C3083

1956 Consul Mk. I saloon, Canterbury green, heater, one owner, 5,500 miles; £595.—Ashstead 114. [5990

1953 Consul, blue/beige, leather, radio, heater, screenwash, one owner, 38,000 miles, taxed; £465.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

1955 Consul convertible, 6,000 miles only, as new, heater taxed; £645.—Smith's Car Sales, 3, High Rd., Balham 7628. [5912

1954 Ford Consul saloon, black, fitted heater, good condition; £475.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

1953 Ford Consul, heater, radio, one owner; £475.—E. L. Mendel, Ltd., 85, Gt. Portland St., W.1. Lan. 2261-3. [C3101

1955 Ford Consul, 9,000 miles only, radio, heater, as new; £615.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD CONSUL

1955 Ford Consul saloon, Dorchester grey/red leather, twin pass lights, one owner, 12,800 miles, as new and guaranteed; £555.—ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C1107

1956 Ford Consul Mk. II, ivory, heater, very low mileage, as new; £775.—Jackson's (Basingstoke), Ltd., Wote St., Basingstoke 1690. [4757

1955 Ford Consul, 11,000 miles, heater, etc.; £575.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

PRIDE & CLARKE.—1955 Ford Consul saloons, low mileage, heater, from £539; 1953, heater, radio, one owner, £439.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

!!! 1955 Ford Consul, 9,800 miles, spare unused, black/red, heater as brand new; £575.—Bruce France, 8a, Cromwell Mews, South Kensington, Flaxman 0513. [C2096

1953 (model) Ford Consul saloon, heater, leather, excellent condition throughout; £455.—P. T. Inwards, Ltd., 104, High Rd., South Woodford, E.18. Tel. Buc. 2809 [6039

1954 Ford Consul, blue, extras including heater, in very superior condition; £485.—Coles Garages, Ltd., 42, Worple Rd., Wimbledon 0195; & 96-98, Ewell By-Pass, Ewell 2595. [C1054

1954 (November) convertible, radio, heater, Dorchester grey; £545; terms; exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

8000 miles!!—1956 (Feb.) Ford Consul, de luxe, Dorchester grey, red leather, heater, spare unused, taxed year, car has been immaculately maintained by one fastidious owner; £625.—R. G. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1956 Consul Mark II, 4,000 miles, grey, leather, heater, many other extras, as brand new, bargain; £765.—Silverthorne Motors, Ltd., 11, Fitzroy Sq., W.1. Tel. Euston 7811. [C4011

1954 (Sept.) Ford Consul saloon, one owner, nominal mileage, super tuned with high compression cylinder head, terrific performance, extras include heater, wing mirrors, spot light, etc; £540.—Jennings, Richmond 3368. [C3103

1955 (June) Ford Consul, Dorchester grey, red P.V.C. heater, 13,000 very careful miles, next-to-new condition, supplied by us; £565; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1955 (October) Ford Consul saloon, one owner, works maintained, unmarked condition, many extras including Ace Rimbellishers, loose covers, wing mirrors, fog lamp, rear blind, etc.; £580.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

Ford Consul Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Consul cars.—Used Car Dept., Hyde Park 4070. [W1066

CONSUL convertible wanted for cash.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Consul required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Consuls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1956 Zephyr Mark II saloon, green with grey/fawn upholstery, heater, mileage 3,800, one owner, excellent condition; £860; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

CAR MART, Ltd.

£445—Ford Zephyr saloon, radio, heater, registered September 1953.

£725—Ford Zephyr convertible (power operated), heater, registered August 1955.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039

SLOCOMBES, Ltd.

1953 Ford Zephyr, green, plastic head lining, tinted glass, fitted heater; £445.

GUARANTEE, part exchanges, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

G. S. HALL offer:—

1957 Zephyr saloons, why secondhand? Choice of colour from stock; part exchanges welcomed.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

L. MANDUCA, Ltd., offer:—

1954 Zephyr convertible (power operated), blue, heater, radio, wing mirrors, exceptional condition; exchange considered; £595.—56, Lancaster Mews, London, W.2. Paddington 9196. Ambassador 5938. [4904

H. BEART & Co., Ltd., offer:—

1955 Ford Zephyr saloon, green with beige upholstery, one owner, genuine 9,000 miles and like new throughout; £595.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Zephyrs always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1957 Ford Zephyr Mk II coupe and saloon, new, immediate delivery; list.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1956 Mark II Zephyr convertible, ivory, 1,700 miles only, fitted heater and radio; £985.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085 [C1095

£435—Zephyr saloon, late 1953, one owner, reasonable mileage, excellent condition.

L. P. DAVE (C.V.), Ltd., 98, Lower Addiscombe Rd., Croydon. Add. 3131. [C1076

FORD ZEPHYR

£545!—1955 model Zephyr, leather, heater, small mileage, exceptional car; terms, exchanges.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

1954 Ford Zephyr Zodiac saloon, radio, heater, 3-carburettor engine conversion; £575.

1955 Ford Zephyr drop head coupe, Dorchester grey/red, power top, heater, Ace Rimbellishers, 22,000 miles; £725.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1954 model Ford Zephyr, heater; £495.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1955 Ford Zephyr, one owner, Michelin X tyres, heater; £585; choice of 2.

FARNHAM MOTOR Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

1954 Zephyr, 16,000 miles, exceptional condition; £520.—Mon. 7044, Ex. 1360, or Wim. 0925 evenings. [6015

FORD Zephyr convertible 1953, electric hood, dual colour grey/red, one owner, extras; £550.—Steele Griffiths, Rodney 2201-6. [5930

NEW Zephyr, June 1956, 6,000 miles, green with light fawn upholstery; £840.—Nichol's & Sons, St. Mary's Square, Bedford. Tel. 5363. [6050

£635!!! Ford Zephyr convertible, 1955, black with red leather, small mileage, carefully used, also choice another in mint condition with power to top.

£535 1955 Ford Zephyr saloon, one owner, blue, blue interior, specimen condition, only wants seeing; choice two.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C3052

1952 Ford Zephyr saloon, radio and heater, sun roof, new engine; £395.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1954 Zephyr saloon, one owner, heater, radio, immaculate appearance, very good order; £495. Terms, exchange.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [5484

1955 Zephyr saloon, fawn, radio, heater, overdrive and leather 14,000 miles, one owner; £615.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

1956 (April) Zephyr Mark I saloon, 6,000 miles, heater, leather, etc., a perfect car; £675; part exchange welcomed.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames, Kingston 8885. [C3016

1954 Ford Zephyr, grey, red leather, heater, wing mirrors, etc., one owner, low mileage in perfect condition; £475.—Gee Cars, Ltd., 169, Fulham Rd., S.W.3. Mac. 5363 or Kni. 4733. [5944

ARCHIE SIMONS & Co., Ltd.—1952 Ford Zephyr saloon, colour black, fawn upholstery, fitted radio, heater, wing mirrors, reversing lamp, underseal, in excellent condition; £425.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1955 Zephyr convertible, power-operated hood, radio and heater, seat covers, many more extras, immaculate condition throughout; £685.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1953 saloon, green, fawn wheels. Undersealed. 6 French exhaust, 3 carbs., battery in boot, master switch, spot, fog, reversing lights, screen washer, leather, heater, radio, winter safety, towing bar, washable head lining, private sale; £465.—Wilde, 4, Milverton Hill, Leamington 8229. [5548

1955 Ford Zephyr saloon; this is a genuine one-owner, 19,000 miles, really immaculate example, fitted radio, new town and country tyres on rear and new tyres on front, finished in unblemished green with fawn leather interior, taxed yearly; this car has been maintained regardless of cost and is without doubt literally unmarked and quite equal to new; £540.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000

Ford Zephyr Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Zephyr cars.—Used Car Dept., Hyde Park 4070. [W1066

ALMOST new Zephyr required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Zephyrs.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD ZODIAC

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1955 Zodiac saloon, grey/fawn colour combination, all accessories and refinements, low mileage, excellent condition; £625.

1956 Zephyr Zodiac Mark I saloon, overdrive, black with grey/fawn leather upholstery, all Zodiac accessories, including heater, fog lamps, reversing lamp, etc., very low mileage, one owner, excellent condition; £845. Our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

A1 at Brown's.

1956 (May) Ford Zodiac Mk. II saloon, finished ivory/green interior to match, overdrive under 2,000 miles, taxed year, practically unmarked and indistinguishable from new; £995.

1956 (July) Ford Zodiac Mk. I saloon, grey/fawn, duo-tone, leather upholstery to match, overdrive and all extras, 2,000 miles only, unmarked and as new; £845.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

JACK ROSE, Ltd., offer:

1955 Zephyr Zodiac, 11,000 miles, immaculate inside and out, open to any examination; £595.—Stafford Rd., Wallington, Surrey. Wallington 6677, and High St., Banstead, Burgh Heath 2376. [C3056

1956 Ford Zodiac Mark II saloon, 2,500 miles, Ripco condition; under cost price.

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

FORD ZODIAC

B. J. HUNTER, Ltd., offer:—

1954 Zodiac saloon, every conceivable extra, very attractive in green and grey; £575.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1955 (Nov.) Ford Zodiac saloon, grey/green, 6,000 miles, perfect; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

WOOD & LAMBERT, Ltd., main dealers.

1955 Zodiac, black, 15,000 miles, excellent; £610.

1954 Zodiac, grey/blue, well-kept; £575.

49, Stamford Hill, N.16. Sta. 3434. [C4093

DAGENHAM MOTORS, Ltd., Ford main dealer.

A FINE selection of A1 Ford Zodiacs always available; 'phone for our list.—Used Car Dept., Hyde Park 4070. [C1066

1955 Ford Zodiac, duo-grey, Motorola radio, one owner; £645.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 5440 [C3050

1955 (September) Zodiac, 9,000 miles; £640.—Hounslow 2151. [5906

CHARLES FOLLETT, Ltd., official Ford agents, offer:—

1954 Ford Zodiac, grey and green, one owner, 11,500 miles, guaranteed 3 months; £585.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

FORD Zodiac 1955, one owner, carefully used, many extras; £575.—Steele Griffiths, Rodney 2201-6. [5931

1956 Ford Zodiac Mk. II, green/ivory, overdrive, very low mileage, as new; £985.—Jackson's (Basingstoke), Ltd., Wote St., Basingstoke 1690. [4756

1955 (August) Zodiac saloon, full equipment, one careful owner, 7,000 miles only, indistinguishable from new, guaranteed; £615.

1954 Austin A50 saloon, heater, spot light, one owner, guaranteed; £385; exchanges and terms.—Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. [C3034

ZODIAC 1954, one owner 21,000 miles, perfect throughout £545; H.P.—Jones Garage, Syston, Leics. Syston 86257. [5850

1954 Ford Zodiac, special sunshine roof, radio, heater, extras; £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

£550—1955 (December, 1954) Ford Zodiac, fitted radio, heater, taxed year, as new, terms.—Simm, 11, Bennett Rd., Higher Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [6058

!!! 1956 model Mark I Zodiac, 11,000 miles, spare unused, radio/heater, Whitewall tyres, faultless; £695.—Bruce France, 8a, Cromwell Mews, South Kensington, Flaxman 0513 [C2096

595 gns.—Ford Zodiac 1955 saloon, blue/grey, leather, heater, screen washers, Ace rimbellishers, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford Zodiac Cars Wanted

DAGENHAM MOTORS, Ltd., Ford main dealer.

WISH to purchase Ford Zodiac cars.—Used Car Dept., Hyde Park 4070. [W1066

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Zodiacs.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

FORD ESCORT

1956 Ford Escort estate car, Dorchester grey, heater, 7,000 miles, one owner; £535.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

FORD (V.8)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1949 Ford Pilot; £245.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1950 Pilot, radio and heater, two owners only, excellent condition throughout; £265.

1951 Pilot, radio and heater, black, brown leather, one owner, taxed; £275.—Mornington Motors, Euston 6658. [5945

1938 model Ford V8 30 saloon, recent exchange engine, brakes just relined, in very good order indeed; £95.—B. & M. Garages, Pad. 6677. [5820

95 gns.—Ford V8 1937 30hp saloon, good condition, choice of two; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Ford V.8 Cars Wanted

EXCELLENT price for good Ford Pilot.—Edwards, 2, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W3000

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Pilots.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FORD CUSTOMS

B. J. HUNTER, Ltd., offer:—

1951 Ford Customs super de luxe saloon, very reliable and attractive car, cost £2,000; unrepeatable at £550.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1953 Ford Customline, radio, heater, overdrive, immaculate; £695.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1

1949 Ford Customs sedan, radio and heater, excellent; £425.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1951 Ford Customs, 1949 Ford Customs, 1947 Ford Customs.—See under "Postwar Cars" in the American Cars section. [C3109

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AMERICAN FORD

SIMPSON'S offer

1955 r.h.d. Customline, Fordomatic drive.

1953 Ford, country sedan American shooting brake, r. & h., all extras.

1951 Ford Tudor saloon, r. & h. and other extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3903. [C4015

METCALFE & MUNDY, Ltd.

1955 Ford Sunliner convertible, power hood, 25,000 miles, radio and all extras, immaculate.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7. [C3064

1953 Ford Meteor Customline, excellent condition; £725.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1951 American Ford V8 de luxe model 4-door saloon, black, heater; £525.—Joe Thompson (Motors), Ltd., 91-5, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0749/R

FORD UTILITY

A1 at Brown's.

1954 model Ford 10 Utilicon, recond. engine, resprayed, looks and runs like new; £375 secures.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

1956 Ford Thames Estate car fully converted; £410; Customs cleared.—Virco, "Dunromin," Oaks Rd., Stanwell, Nr. Staines, Middlesex. [5867

A CHOICE of six Ford 8 and 10 Estate cars and Martin Walter utilities from 1946-1953, prices ranging from £150-£275; terms and exchanges.—Harrison, Four Seasons Garage, (01-609, Kings Rd., S.W.6. Renown 4492. [C3059

Ford Miscellaneous Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices paid for Fords.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX Cash immediately for good Ford.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Ford Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Rav. 3665. [0338

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 7222 (5 lines).

[0314/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 6633), main Ford dealers, service and all spares. [0093/R

WE have one of the biggest stocks of EnFo spares in the country from model A, V8, W.D. types and tractor to the current models; Ford reconditioned engines, EnFo accessories, etc.

W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers, Ford House, New Rd., Dagenham. Rainham 770 (9 lines); and 86, High St., North, East Ham, E.6. Grangewood 1136 (5 lines). [0786/R

Frazer Nash Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Frazer Nash.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

FRAZER NASH-B.M.W.

1939 Frazer Nash-B.M.W. Type 321 drop head foursome coupe, grey, red leather, nice condition; £235; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HEALEY

GE

1951 Healey Abbott drop head foursome coupe, beautiful throughout, burgundy cellulose matching cream piped leather, wheel spats, heater, demisters, tone horns, fog/pass lights, good tyres, extremely fast, written guarantee; 498gns. Hire purchase, exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2000

B. J. HUNTER, Ltd., offer:—

1948 Healey Duncan sports saloon, most attractive and unusual car for the connoisseur; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1951 Healey Tickford saloon, sunshine roof, metallic blue, grey upholstery, beautiful cond., radiator blind, heater, exceptional performance; £525.—Box 4732. [5430

ALVIS-HEALEY 1953 model 2/3-seater, convertible, specimen car, grey/red, radio, heater, etc.; £875.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1952 F type Tickford saloon, one owner, 37,000 miles, many extras, quite outstanding; £685; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

Healey Cars Wanted

RICHARDS & CARR, Ltd., buy Healeys.—35, Kinnerton St., S.W.1. Belgravia 3711. [W3045

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Healey Cars Wanted

XXX Cash immediately for good Healey.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

HILLMAN

ROOTES

HAVE available a range of Hillman cars of very low-mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0108/R

CAR MART, Ltd.

£615.—Hillman Minx D.H. coupe, registered January 1955.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

COACHCRAFT offer:—

£260.—1948 Hillman Minx Phase II saloon de luxe, new engine fitted recently, heater, tyres all good, no rust or corrosion anywhere, nicely maintained car; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053

RAYMOND WAY OF KILBURN

1951 Hillman Minx convertible, in maroon, exceptionally smart 4-seater car, giving the benefit of a saloon in winter and a tourer in the fine weather, maintained with great care by previous owner, fitted heater; 399gns.

OPEN 9 a.m. to 5 p.m., 6 days a week.—Maida Vale 6044. [C4047

GEORGE NEWMAN & Co. offer:—

1955 (April) Hillman Minx coupe, heater, fog lamp, wing mirrors, 10,000 miles, one owner; £595.—369, Euston Rd., London, N.W.1. Eus. 4466. [C3023

WARWICK WRIGHT, Ltd., offer:—

1955-6 Hillman Minx Mark VIII saloons, all standard colours, low mileage; £585.

1955 Hillman Mark VIII Californian, ivory and red upholstery, heater, 6,000 miles; £695.

1956 Hillman Minx convertible, black, red upholstery, heater, 6,000 miles; £725.

1956 Hillman Minx Series I saloon, blue and grey, blue upholstery, l.h.d.—steering can be converted to r.h.d. at a small extra charge, 5,000 miles; £715.

1956 Hillman estate car, grey, red upholstery, heater, 5,000 miles; £725.

1956 Hillman Minx Series I convertible, green green upholstery, l.h.d.—steering can be converted to r.h.d. at a small extra charge, 7,000 miles; £765.

1956 Hillman Minx convertible, black, red upholstery, heater, 6,000 miles; £725.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

CHARLES FOLLETT, Ltd., offer:—

1956 Hillman convertible Mk. VIII, black, beige interior and hood, genuine 2,900 miles; £695.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and Stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

HENLYS offer with 4 months' guarantee.

1954 Hillman Minx drop head coupe heater, one owner, black with tan interior; £545.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [6034

BROADWAY MOTORS, Hounslow, offer:—

1957 Minx convertible, antelope grey, red hood, works mileage only; £825.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113

HENDON CENTRAL GARAGE, Ltd., offer:—

1952 Hillman Minx drop head coupe, grey with red upholstery, fitted heater, new hood, one owner from new; £425.—Watford Way, Hendon Central, N.W.4. Hendon 8084-5. [C2034

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1954 Hillman Minx convertible, radio, heater, L.H.D.; £485.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow. Tel. Wordsworth 7805. [C1008

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1955 Hillman Minx estate car, beige with red trim, fitted heater, outstanding condition; £525.—226, High Rd., London, N.15. Tot. 0414. [5755

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 Hillman Minx saloon, excellent condition; £530.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [C4009

1956 Hillman Minx Gay Look de luxe, 6,000 miles; photograph and price on request.

SWANMORE GARAGE, Ltd., 1176, Christchurch Rd., Bournemouth. (Southbourne 43344.) [C4024

1952 Hillman Minx convertible, excellent condition; £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/2

£475.—1954 Hillman Minx, one owner, perfect condition throughout; terms, exchanges.

D. F. WYATT, Ltd., 31-33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988. [C4084

1949 Hillman Minx saloon, heater, exceptionally nice condition; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offers:—

1955 Hillman Minx Mark VIII saloon, grey with red upholstery, low mileage, one owner, excellent condition; £565; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

HILLMAN

1956 Hillman Californian Hardtop, finished in blue/ivory, 3,000 miles, absolutely unmarked; £675.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

1953 Hillman Minx saloon, black; £395.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077/1

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1947 Hillman estate car, fitted heater; £245.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1947 Hillman 10, far above average; £280.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1955 (July) Minx Mark VIII convertible, one owner, heater, seat covers, 11,000 miles; £625.—Hounslow 2151. [5905

HILLMAN 1956 convertible, black and fawn, under 1,000 miles, heater, windscreen washers, radio, as new, one owner; £725.

HATTON CROSS GARAGE, Feltham 2176/3588. [C2092

£495!!!—1954 Hillman Minx de luxe saloon, spotless cellulose, speedometer records 18,000, whole vehicle like new.

£245!!!—1946-7 series Hillman 10 de luxe saloon, excellent condition, choice 2.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2062

£225!—1947 Minx saloon, engine overhauled, new tyres, loose covers.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

£365.—1950 Hillman Minx saloon, black, excellent condition throughout; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

1955 Minx de luxe ohv, 11,600 miles, excellent; £555; terms, exchanges.—Richards & Carr, Ltd., 35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

1954 (Nov.) Hillman Minx saloon, black, low mileage; £495.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077

1956 Hillman convertible, as new, genuine 4,658 miles, immaculate condition; £685.—T. Baker & Sons, 35, Friar St., Reading. Tel. 3976. [5842

1955 (model) Hillman Minx de luxe saloon, radio, heater, extras; £645.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 8185. [C3096

1949 Hillman Minx Mk. III saloon blue, engine overhauled, radio, taxed, guaranteed; £345, terms, exchanges.—Newbery Cars, Muswell Hill, N.10. Tudor 3394. [C3102

1950 (Oct.) Hillman Minx Mark IV saloon, green with red leather, one owner, exceptional original condition, tubeless tyres; £355.—Griffins Garage, Weybridge 2318. [6048

1955 (April) Hillman Minx de luxe saloon, black, one owner, 16,000 miles, heater, screen-washer; £585.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1955 series Hillman Minx saloon, one owner, low mileage, extras; £515.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 2275/3444. [C1120

1952-3 Hillman Minx convertible, black, one owner, immaculate condition; £415; terms, exchanges.—Salisbury Motor Co., Fisherton St., Salisbury 6025. [5852

1947 Hillman Minx, dark blue with blue upholstery; £235; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106/1

1952 Hillman Minx convertible, excellent condition throughout, heater and other extras; private h.p. available; offers about £375.—39, Belmont Rd., Hemel Hempstead. Gadebrook 4481. [5972

1956 Hillman Californian, low mileage, blue and cream, heater, loose covers; £645.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0056. [C2039

1953 Hillman Anniversary model, beige with red leather upholstery, extras, heater; £430; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

1955 (June) Hillman de luxe saloon, green, light fawn, heater, loose covers, spot light, overriders, screen washer, 18,000 miles only, in absolutely immaculate condition, taxed year; £595.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1954 Hillman Minx de luxe saloon, October registration, one owner, mileage 19,000, undersealed, in very nice condition, grey; £525, taxed.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8636. [C4059

245 gns.—Hillman Minx 1948 saloon, sliding head, steering column gear change, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1956 (June) Hillman Minx convertible coupe, maroon with fawn trim; this car has only done 1,300 miles and is as new; £695.—Phillips & Sons (Buckingham), Ltd., Chandos Rd., Buckingham. Tel. 2121/2274. [5828

HILLMAN HUSKY

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Husky double-duty, blue, red upholstery, 6,000 miles; £550; also in other standard colours, low mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

1955 Hillman Husky, one owner, heater; £450.—Esher 2255. [C4086

JACK ROSE, Ltd., offer 1955 Husky estate car in grey, one owner, 12,000 miles; £475.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056

1955 Hillman Husky, mid-blue, a low-mileage and most attractive estate car; £495.—Coles Garages, Ltd., 42, Worple St., Wimbledon 0195, and 96-98, Ewell By-Pass, Ewell 2393. [C1054

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN MISCELLANEOUS

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1955 Hillman Husky, grey, low mileage; £545.

1954 Hillman Minx convertible, blue, heater, low mileage; £545.

1954 Hillman Minx saloon, blue, heater, 13,000 miles; £510.

1953 Hillman Minx saloon Mark VI, blue, low mileage; £455.

PHŒNIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 0161. [C3044

Hillman Cars Wanted

ALMOST new Hillman required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 3885. [W3016/R

XXX Cash immediately for good Hillman.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Hillman.—Hampstead (Tube), N.W.3. Ham. 6041 [W4018/R

Hillman Spares and Service

NORMAND, Ltd.

HAVE your car serviced by the experts.

SATISFACTION guaranteed.

NORMAND, Ltd., 405-9, King St., W.6. Rav. 3665. [0338

MODERN SERVICES GARAGE, Wimbledon (Rootes main dealers): speedy service on all Hillmans, Humber and Sunbeam-Talbot spares and accessories. —Wim. 5155. [0003/R

HISPANO-SUIZA

METCALFE & MUNDY, Ltd., offer:—

A MOST fabulous Hispano-Suiza V12, fitted with superb brougham de ville coachwork by Chapron of Paris, car the late property of Marcel Boussac and recently imported into England, engine overhauled by Ramponi, 14in Marchal headlights, tastefully cellulosed in royal blue with dove grey upholstery, lavishly equipped dashboard and many expensive extras; this is the only car of its type in the world with a reputed 90mph second gear, but is so docile as to go down to 7 miles per hour in top gear; offered at £1,350, which is a mere fraction of its original cost.

METCALFE & MUNDY, Ltd., 280, Old Brompton Rd., S.W.5. Fre. 5471/0186-7. [C3064

H.R.G.

H.R.G. 1500, a very clean car throughout, new hood, fine mech. order; £390.—Ruislip 2366. [5998

H.R.G. Cars Wanted

EXCELLENT price for good H.R.G.—Edwards, Amenbury Lane, Harpenden Herts. Harpenden 118. [W2000

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594/R

HUDSON

SIMPSON'S offer:—

1952 Hudson r.h.d. Hornet, r. & h., all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905 [C4015

£135!!! 1939 Hudson 17, 26 m.p.g., roomy, and sound vehicles (choice 2).—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

HUDSON Commodore, registered September, 1953, fitted with free wheel and overdrive, H.M.V. radio with speakers front and rear, finished in duo-green, leopard skin loose covers; £695.

COX'S MOTORS, Ltd., 11-15, Conduit St., Leicester. Tel. 60319 and 20023. [C1059

Hudson Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley 8691/3905 [W4015

Hudson Spares and Service

HUDSON MOTORS, Ltd., Great West Rd., London, W.4. Chiswick 3621.—First-class service for all Hudson cars, spares freely available either through your local Hudson distributor or from Hudson Motors, Ltd. [0065/R

HUMBER

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ROOTES

HAVE available a range of Humber cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0106/R

BENTALLS, Ltd.

1952 Humber Hawk, black, red upholstery, heater; £455.—Kingston-on-Thames, Kingston 1001. [C1093

JACK ALPE LIMOUSINES,

MARYLEBONE, W.1.

LIMOUSINE 1951 Mark III, partition, leather throughout, one owner, heater, excellent; £795.

LIMOUSINE 1951 Pullman Mark III, heater, radio, cloth rear, one private owner, reasonable mileage, in outstanding condition: £865.

SEVEN-PASSENGER 1952 Imperial saloon, dark leather, heater, radio, one private owner, moderate mileage; £845.

LIMOUSINE 1952 series Mark III, partition, leather throughout, one private owner, heater, black; £835.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1103

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1952 Humber Hawk; £375.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3080

HUMBER

TOM GARNER, Ltd., offer:—

1952 Humber Pullman Mk. III 7 passenger limousine, black/leather, heater; £895.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. A. SAUNDERS, Ltd., offer:—

1955 Hawk, black, red upholstery, overdrive, heater, recorded mileage 15,190; £745.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

WARWICK WRIGHT, Ltd., offer:—

1955 Humber Hawk saloon, black, red upholstery, £775.

1956 Humber Hawk saloon, green, green upholstery, 7,000 miles; £875.

HUMBER Super Snipe saloon (shop soiled), black, red upholstery, 600 miles; £1,100.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761: Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

PHŒNIX MOTOR Co. (SURREY), Ltd., offer:—

1955 Humber Hawk saloon with overdrive, fitted heater, windscreen wash, loose covers, wing mirror, one owner; £750.

1952 Humber Hawk saloon, black, radio; £450.

PHŒNIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey Vigilant 0161. [C3044

TANKARD & SMITH, Ltd. (Tottenham), offer:—

1953 Humber Hawk, blue, beige leather upholstery, fitted heater, one owner, in beautiful condition; £525.—226, High Rd., London, N.15. Tot. 0414. [5754

1955 Humber Super Snipe, black with red, radio and heater, one owner, 15,000 miles; £895

L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath Tel. 5646. [C4043

HEARSES brochures available deck or bearer, on the 57hp chassis, inspection invited.

ALPE AND SAUNDERS (COACHBUILDERS), LTD. Station Approach, Kew Gardens, Richmond 1161. [C1102

CAMDEN MOTORS.—Humber.—See special display advert. page 93, this issue. [C1035/1

1953 Humber Super Snipe saloon, radio, heater, etc., magnificent condition; £645.

1951 model Humber Super Snipe saloon, exceptionally well maintained, new tyres, licensed; £395.—Colin Haines, Ltd., 328, Holdenhurst Rd., Bournemouth. Boscombe 36946. [C2103

1950 Humber Hawk, black, exceptional; £390.—Smith & Hunter, 376, Kensington, High St., W.14. Western 2312. [C4019

£465.—1953 Humber Hawk, superb condition throughout; terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009

A & S Ltd.—Humber Pullman and Imperial seven passenger cars. See under Limousines column for large selection.

ALPE & SAUNDERS Ltd. (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1955 Humber Hawk saloon, grey/red leather interior, fitted heater and overdrive, a beautifully maintained car; £725.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0065 [C1095

1953-4 Humber Hawk saloon, magnificent, guaranteed; £475.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1951 Humber Super Snipe, radio and heater, twin spot lamps, black with brown leather upholstery, excellent tyres; £275.

1952-3 Humber Super Snipe, black/red leather upholstery, immaculate condition throughout, fitted radio and heater, all possible extras, tyres as new; £395; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

1947 Humber Hawk, excellent condition, moderate mileage; £250, private owners.—Sidney Arnold & Co., 14-18, High Holborn, W.C.1. Cha. 8736. [5992

1949 Humber Super Snipe saloon, mechanically excellent, good tyres, radio and heater, paintwork poor; £210.—Jennings, Richmond 3368. [C3103/1

HUMBER Hawk 1955 saloon, 14,000 miles, many extras, immaculate condition, owned by country doctor; £750.—Steele Griffiths, Rodney 2201-6. [5938

1955 Humber Hawk saloon, beige with red interior, fitted radio and heater, one owner, superb condition throughout; £695.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233. [C4094

CAMDEN MOTORS, Ltd., offer the following Humber Pullmans from our stock of over 60 limousines, all with a special 6 months' guarantee; write or 'phone for illustrated brochure and price lists:

HUMBER Pullman limousine, 1951, standard type upholstery, heater, one owner, taxed and used privately, a very genuine car which can truthfully be described as a moderate mileage immaculate specimen; £895.

HUMBER Pullman limousine 1952 Mark III series, one owner only, standard type upholstery with seat covers over, recently fitted new Fort Dunlop tyres and tubes, exceptional condition; £995.

HUMBER Pullman limousine 1952 Mark III series, in leather throughout, heater and radio, another one owner car, bills for servicing and maintenance by Humber distributors; £1,045

HUMBER Pullman limousine 1953 Mark IV, ohv engine, standard type upholstery, heater, Ace Rimbellishers, windscreen washers, one owner, taxed and used privately; £1,365.

HUMBER Pullman limousine 1953 Mark IV, ohv engine, leather throughout, taxed and used privately since new, chauffeur driven and maintained, one owner, genuine small mileage; £1,395.

HUMBER Pullman limousine 1954 Mark IV series, ohv engine, radio and heater, 18,900 miles, one owner, never previously been on hire work, original tyres just replaced by brand new Dunlop tubeless; £1,685.

CAMDEN MOTORS, Leighton Buzzard 2041. Showrooms open until 8 p.m. [C1035

1955 Humber Super Snipe, maroon with beige upholstery, fitted radio and heater, total mileage 14,000, whole car as new; £825.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

HUMBER

1955 Humber Super Snipe, black with red, fitted heater and other extras, 18,000 miles, beautifully maintained; £825.—Hardings of Windsor, St. Leonards Rd. Tel. 535. [C2105

1952 Humber Super Snipe, black with red leather upholstery, genuine one owner, low mileage car, original condition; £425.—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

ARCHIE SIMONS & Co. Ltd., 1950 Humber Hawk, chicur green, fitted radio and heater, in very good condition; £345.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1954 Humber Hawk Mark V saloon, beige/red, heater, immaculate; £495; part exchanges, deferred terms.—Millhall Service, 55, South Edwardes Square (near Kensington High St.), W.8. Western 4351. [C3094

£335.—Brand new condition, this car has been nursed, genuine small mileage, 1950 Humber Hawk, fitted sunroof, bronze, red leather, whole definitely equal to new and guaranteed; terms possible. —Hampstead 7871. [5961

225 gns.—Humber Super Snipe, September, 1949, Mark II saloon, sliding head, leather, heater, good condition; choice of 4 Super Snipes; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 Humber Hawk saloon, an immaculately kept beautifully maintained car in quite extraordinarily good order in every way, and fitted with numerous extras, including new Motorola radio, loose covers, spot light, etc., etc.; a superb example worth more than the £335 asked.—Jennings, Richmond 3368. [C3103

HUMBER Super Snipe saloon, black with fawn hide upholstery and fitted with heater and demister, first registered in Sept., 1952; the guaranteed mileage is an outstandingly low one of 23,000, and this car, which has been superbly maintained by its owner, is amazing value at £500.—Anchor Motors, The Newgate Chester. Tel. Chester 21512 [5814

Humber Cars Wanted

XXX Cash immediately for good Humber.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

HUMBER Super Snipe wanted. 1949/53 models; excellent prices given.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [W3106

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Humber required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 3885. [W3016/R

Humber Spares and Service

THE Humber specialists for all spares. Tel. Uplands 3637. See advt. under Parts & Accessories. [0393/R

INVICTA

1932 Invicta 4½-litre, low chassis 2/4-seater, rewired, oil coil, tonneau cover; £200 o.n.o.—Seen Plymouth.—Box 4902. [5845

JAGUAR

W

M

WELBECK MOTORS offer the two most interesting Jaguars in the country:—

1950 Jaguar Mark V, suede green, there cannot be another Mark V like this—it is in the most original and superb condition; £475.

1955 Jaguar XK140 hardtop coupe, British racing green, special equipment, C-type head, chromium wire wheels, twin exhausts, special clutch and brakes, close ratio gear box. Undersealed. Motorola; £1,425, probably the finest XK140 in the country—the car's history is quite fabulous.

WELBECK MOTORS, Ltd., 107, Crawford St., London W.1 (near Baker St. Station). Welbeck 1139. [C4049

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477). Official Jaguar Service Station. [0027/R

H. R. OWEN, Ltd.,

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1955 Mark VII M-type saloon, fitted with overdrive, finished in dove grey with red hide upholstery; £1,095.

WE are interested in the purchase of Jaguar cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

SLOCOMBES, Ltd.

1951 Jaguar Mk. V, black/brown leather, H.M.V. radio, heater splendid, order; £415.

GUARANTEE, part exchanges, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

BOON & PORTER, Ltd.

1954 (Aug.) Mark VII, suede green, 12,500 miles, exceptional condition throughout; £850.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riv. 4444. [C1022

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

A. FREEMAN, Ltd.

1956-7 Jaguar 2.4-litre saloon, special equipment, 17,000 miles only, many extras; £1,475.

1955 Jaguar XK140 hard top coupe, grey, 6,000 miles, one owner; £1,375.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C2111

G. S. HALL offer:—

£1395!!—1956 Jaguar 2.4 special equipment saloon, B.R.G., H.M.V. radio, 2,000 miles, unmarked and as new; trade inquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

STURGESS, LEICESTER

1956 2.4-litre saloon, B.r. green/suede green, one very fastidious owner, 5,400 miles only, extras including Ocelot seat covers; £1,335.

118 Charles St. Tel. Leicester 20033 & 5792. [0172/R

CHIPSTEAD MOTORS, Ltd.

SPECIAL Jaguar Show.

NEW 2.4, special equipment plus overdrive and Michelin X tyres.

NEW XK140 special equipment d/h, Michelin X tyres and 3.31 axle, grey/red.

XK140 special equipment d/h, overdrive, chrome wheels, radio, etc.

XK140 d/h, radio, chrome rims, chrome rack, Jaguar mascot, etc.; £1,395.

XK120 Jabbeke 132mph replica, dual exhausts, etc., etc.; unmarked, terrific performance; £565.

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

B. J. HUNTER, Ltd., offer:—

1950 Mark V saloon, late director's car, beautifully maintained; £450.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel Gladstone 6303. [C2040

GREAT WESTERN MOTORS.

OFFICIALLY appointed Jaguar dealers.

THE Jaguar specialists.

AS usual at this time of the year we dispose of cars we have taken into stock as part exchange transactions. The following cars are offered at virtually trade price and represent outstanding value for money.

1955 Mk. VII M, dark blue, grey hide, low mileage, fitted overdrive and radio; £1,095.

1954 Mk. VII, black, brown hide; £750.

1953 Mk. VII, Battleship grey, red hide, fitted radio, taxed; £675.

1953 Mk. VII, grey, grey hide, radio, immaculate car; £675.

1953 black, brown hide; £660.

1952 Mk. VII, ivory, grey hide, just completely recellulosed, radio, taxed; £595.

THE above cars have been carefully vetted in our own workshops and carry our 3 months' guarantee.

4—6—8, Bishopsbridge Rd., W.2. Ambassador 1061. [C2089

H. BEART & Co., Ltd., offer:—

1954 Jaguar Mark VII saloon, overdrive, one owner, genuine 11,000 miles, in beautiful condition throughout; £845.

1956 Jaguar 2.4 special equipment saloon, low mileage, as new throughout; outstanding value at £1,295.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1061

PHILIP RICKARDS, Ltd., offer:—

1956 (June) Jaguar 2.4 saloon, ivory/red, 2,000 miles; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

DUNCAN HAMILTON & Co., offer:

1956 Jaguar 2.4 saloon, special equipment model, pearl grey, with red leather interior, 5,000 miles; £1,295.

1955 Jaguar XK140 drop head coupe, battleship grey with red interior, fitted foglight, manually controlled spotlight, etc., in beautiful order throughout, one owner; £1,395.

1952 Jaguar XK120, blue with matching interior, 9.1 compression, twin exhaust, etc., one owner; 595gns.

33 High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

GUY SALMON AUTOMOBILES offer:—

1956 Jaguar XK140 fixed head coupe, overdrive, 5,000 miles only, quite as new; £1,595.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JACK BOND (West End Branch) offers:—

£685 1952 Mark VII, radio, heater, sunroof.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

HENLYS offer with 4 months guarantee:—

1955 Jaguar Mark VII type M saloon, overdrive, pearl grey with red interior; £1,165.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [6035

CHARLES FOLLETT, Ltd., official Jaguar agents.

1955 Jaguar Mk. VII M sal., with overdrive, birch grey, one owner, radio, 12,000 miles, excellent condition; £1,175.

1955 Jaguar Mk. VII automatic gearbox sal., Pacific blue, grey leather, radio, 14,000 miles; £1,895.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

£175! 1939 1½-litre saloon, undoubted value.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

JAGUAR

COOMBS & SONS (GUILDFORD), Ltd., offer:—

JAGUAR 2.4-litre saloon, finished in cream with red upholstery, fully modified by Messrs. Jaguars to full racing specification, special cylinder head and carbs, special suspension, racing tyres, etc., details and trial on application; engine capable of 7,000 r.p.m. £1,695.

JAGUAR Mark VII saloon with overdrive, finished in suede green with green upholstery, the very latest model, brand new and unregistered at pre-budget price, which is £100 under present list price, the very last one remaining in stock; £1,678.

JAGUAR Mark VII series M, with overdrive, finished in black with grey hide upholstery, fitted radio and many other extras, 17,000 miles only, one owner car; £1,095.

JAGUAR Mark VII series M, with overdrive, finished in pearl grey with red hide upholstery, complete set of new tyres, entire condition as new; £1,175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057

1956 Jaguar XK140, 1,600 miles only; £1,450.

1955 Jaguar M-type, overdrive; £1,095.

1950 Jaguar Mark V, 20,000 miles since new engine, radio, etc.; £365.—Farnham Motor Co., Ltd., Downing St., Farnham. Tel. 6151. [C2110

HENLYS offer with 4 months guarantee and 7 days trial:—

1954 Jaguar Mark VII saloon, wheel trims, loose covers, mascot, one owner, birch grey with red interior; £895.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [6026

1955 Jaguar Mk. VII M-type, 9,000 miles, chauffeur kept, quite immaculate; £1,095.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

CAMDEN MOTORS.—Jaguar; see special display advert, page 93, this issue. [C1035

1956 Jaguar 2.4 special equipment, genuine 4,000 miles, as new; £1,385.

1954 Jaguar Mk. VII, black, red leather, overdrive, radio, 22,000 miles, specimen car; £850.

1953 model Jaguar Mk. VII, 2-tone grey/black, radio; £695.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3. (opposite Finchley Rd. Tube Station). Ham. 9661. [6051

1950 Mark V Jaguar, in excellent condition throughout; £595.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

JAGUAR, 1955, one owner, 10,000 miles, black; £1,125, with overdrive and extras.

HATTON CROSS GARAGE, Feltham 2176/3588. [C2092

1953 Jaguar XK120 Hardtop, grey with grey upholstery; £825.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

1953 Model Jaguar Mark VII, blue, excellent mechanical condition; £675.

1951 Jaguar Mark V drop head coupe, dark green, excellent mechanical condition; £525.

THE ONSLOW MOTOR Co., Ltd., 28, Onslow St., Guildford. Guildford 67227/8. [C3099

1956 Jaguar 2.4-litre S.E. saloon, finished in black, 1,500 miles only; £1,425.

JAMES EDWARDS (CHESTER), Ltd., the Northgate, Chester. Tel. 23123. [C2090/1

1947 1½-litre saloon, black, brown leather, one owner, excellent condition, taxed; £285.

1947 3½-litre saloon, heater, demister, spotlights, Ace wheel discs, bargain; £215.—Mornington Motors, Euston 6658. [5947

1956 2.4 Jaguar, special equipment, radio, heater, blue, grey leather, 3,000 miles only; £1,285.

VARE MOTORS, 472, Archway Rd., Highgate, N.6. Mountview 9239 and 5306. [C4074

1951 Jaguar XK120, two-tone grey; £615.—Montroe Motors, Epping New Rd., Buckhurst 1171.

1955 (June) XK140 coupe, excellent condition; £1,175; consider exchange.—Hoylake 3573. [6023

1952 Jaguar Mark VII; £575.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Kensington 2477. [C2055

BEARTS OF KINGSTON. Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348. [0061/R

1956 Jaguar 2.4 saloon, low mileage.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

2.4 Jaguar saloon, overdrive, delivery mileage; list price.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Jaguar type M saloon, green, radio, loose covers, one owner; £1,295.—Odeon Motors, Ltd., Barnet 1144. [C3028

JAGUAR Mark VII M, overdrive, tubeless tyres, low mileage, one careful owner; £950.—Steele Griffiths, Rodney 2201-6. [5928

XK120 1951 sports 2-seater, maroon, red leather, many extras, beautiful condition, mechanically excellent, outstanding example, taxed; £575.

WEST STREET MOTORS (LONDON), Ltd., 66, London Rd., Tooting Junction, S.W.17. Mitcham 5281-2-3. [C4097

1947 Jaguar E.E. 1½-litre saloon, black and brown, one owner; £300.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

1954 Jaguar Mark VII saloon, British racing green, grey interior, fitted radio, Michelin tyres, two owners only, excellent condition throughout; £795.

WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233. [C4094

1956 Jaguar 2.4 special equipment saloon, in dark green, 4,175 miles, condition absolutely as brand new throughout; £1,345.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035/1

£485.—Rare 2½-litre Mark V Jaguar, 1950, black, radio, 29,000 miles, recorded.—Tel. Popesgrove 5423. [5846

1956 2.4 2,000 miles only, special equipment model, seemingly in brand new condition, still under maker's guarantee; £1,395.

ATLANTIC GARAGES, Ltd., 157, Hoylake Rd., Moreton Wirral. Tel. Arrowebrook 2215. [5627

JAGUAR

1947 Jaguar 2.4-litre saloon, radio and heater, £245.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

375gns.—Jaguar 1951 Mark V saloon, sliding head, leather, radio, heater, excellent condition; choice of 4; terms, exchanges.—Rowland Smith, below.

245gns.—Jaguar 100 1938 2½-litre super sports 2-seater, good condition, choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

2.4 Jaguar special equipment saloon, works mileage; £50 under list price.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [C3006

1956 (July) Jaguar Mark VII Borg Warner automatic saloon, genuine 4,000 miles, radio, Whitewall tyres, Ripco condition; £1,595.

RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1956 (March) XK140 drop head coupe, pearl grey with red leather, twin exhausts, luggage grid, taxed, unmarked condition; £1,495.

CLARKE & SIMPSON, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [C1048

XK120 (reg. Oct. '53) drop head coupe, black with beige trim, heater, twin spot lamps, nearly new tyres; £795.

L. F. WARD, Ltd., 7, Hanover Court Yard, Hanover St., W.1. Mayfair 5253. [C4043

G & M ALFREDS (1936), Ltd.—1952 Series Jaguar Mark VII, radio, heater, loose covers; £595.—6-7, Warren St., W.1. Euston 3268. [C1005

1951 Jaguar Mark V, radio and heater, in exceptional condition; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

1955 Mk. VII M, 17,000 miles, overdrive, one owner, immaculate; £1,135.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

1956 Jaguar Mark VII M type saloon, overdrive, black, beige interior, 7,000 miles; £1,400 or near offer.—E. E. Smith (Staines), Ltd. Tel. Colnbrook 424. [5788

£815.—1954 (model) Jaguar Mark VII saloon, finished green, brown hide, Motorola radio with twin speakers, twin pass lamps, excellent condition.—Robbins, East Putney. Tel. 7881. [C3010

£565.—1952 Jaguar Mk. VII saloon, one owner, radio and heater, black with red leather, excellent condition; terms and exchanges.—Motomiles, Bear Cross, Bournemouth, Northbourne 567. [5818

1956 Jaguar 2.4, special equipment, overdrive, radio, 6,000 miles only, immaculate condition; £1,375.—Saul & Slatter, Ltd., Aldermans Hill, Palmers Green, N.13. Fox Lane 1066. [C4002

2000 miles Jaguar 2.4, fitted with overdrive, British racing green, with brown upholstery, indistinguishable from new; £1,395.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

1949 Jaguar 3½-litre Mark V saloon, full equipment, excellent condition throughout; £335, exchanges and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1956 Jaguar Mark VII saloon, overdrive, ivory, red trim, 6,000 miles, immaculate.—Brooklands, 105, New Bond St., W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1029

1951 Jaguar Mk. V drop head foursome coupe, black, brown leather, heater, twin spot lamps, Ace Rimbellishers, badge bar, excellent throughout; £515.—Globe Hotel, Weedon, Northants. [5114

XXX 2.4 Jaguar 1956 special equipment model, Pacific blue with pale blue leather, H.M.V. radio, negligible mileage, superb specimen; written guarantee; £1,325.—Below.

XXX 2.4 Jaguar 1956 (May) special equipment model, grey with blue leather, H.M.V. radio, 2,000 miles only, quite unmarked; written guarantee; £1,345; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

£515.—XK120, 1951, twin exhaust, C-type head, etc., terrific performance, car in excellent condition, finished British racing green.—Clissold, Peterbrook, Warstock, Birmingham, 14. Tel. Maypole 2116. [5799

1954 Jaguar XK120 drop head coupe in better than average condition, fitted radio, many extras, colour pastel blue, A.A. inspection invited; price £850; For full details, Apply Brotherton, 39, Oxford Rd., Manchester. [5427

2.4 special equipment with overdrive, late 1956, birch grey with red leather, mileage 4,600, absolutely as brand new; £1,325; terms, exchanges.—Draysey Motors, 529, Coventry Rd., Small Heath, Birmingham. [5870

1949 (November) Mark V, grey with red upholstery, speedometer reading 29,771, specimen model in original condition and commensurate with much lower mileage; £450.—Caffyns, Ltd., East Grinstead 717. [5834

£1350!!!—1955 Jaguar XK140 drop head coupe, 10,000 miles only, virtually like brand new, fitted heater, luggage carrier, special tonneau cover, magnificent specimen, the finest you can possibly see.

£435!!!—1950 Jaguar Mk. V de luxe saloon, only 2 owners, low mileage, it's beautiful, you must see it.

£295!!!—1947 Jaguar 2½ and 3½ saloons, choice available, tremendous value motor cars.

LAMBS OF WOOD GREEN (Established 1897).—100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1955 (late) Jaguar XK140, 5,000 miles only, Alfa red, red interior, heater, as new in every way; accept £1,150 offer for quick sale; exchange considered.—4, Baginton Rd., Coventry. Tel. Coventry 68349/62813. [C2102

1950 Jaguar Mark V 3½ saloon, radio, heater, immaculate, £375; also 1948 Jaguar 3½ saloon, radio, heater, exceptional throughout, £275; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

FOR SALE, £595 o.n.o., 1951 modified Jaguar XK120, ivory with red upholstery; leopard skin seat covers and other extras, new set Michelin X tyres, very fast car, class win Rhydymwyn, October, 1956, Prescott 51.72 sec, Shelsley 44.4sec; no circuit racing; maintained regardless of expense and in daily personal use.—Replies to A. C. Barrett Greene, Wrotton Grange, Stone, Staffordshire. Tel. Stone 11. [5425

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

1951 XK120 Jaguar, silver with red upholstery, engine and clutch overhauled within last 1,000 miles, whole car in excellent condition; £575; part exchange and h.p. may be arranged.—Moss, Park St., Luton. Tel. 5825. [5969

CHRISTMAS gift.—Private owner, 1954, XK120 drop head coupe, ivory with red upholstery, embellishers, radio, luggage grid, heater, washers, etc., as new, just been thoroughly checked, cost £1,800; sell £829; consider small car.—A. 1025, Garratt Lane, S.W.17. Derwent 8050. [5472

XXX 1953 (May) Jaguar Mark VII saloon, black with brown hide, heater, screen washers, a quite outstanding and very attractive example, written guarantee; £670. Terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

£535—Ice blue 1952 model Mark VII saloon, immaculate and striking appearance, original 4 brand new tyres, heater, s/washers, Ace Rimbellishers, etc., mechanically superb and faultless, recorded mileage 28,000; no offers entertained.—Hampstead 7871. [5962

ROSE & YOUNG, Ltd., offer 1958 series XK140 drop head coupe, 6,000 miles only, fitted overdrive, H.M.V. radio, turbo discs, one owner, a faultless example, birch grey with red leather; £1,350.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

XK140 2-str. sports, Feb., 1956, B.r.g., 7,000 miles, one of four specially built for Alpine Rally (but not used), cost £2,000, C type head, light clutch and flywheel, close ratio box, high rear axle ratio, wire wheels, 2in S.U.s, special stiffened suspension, immaculate, as new; £1,350.—Tel. Knowle Warwick 2821. [5794

1950-1 Jaguar 3½-litre Mark V de luxe Special Equipment saloon, finished in unblemished and virtually like new black cellulose with brown real leather interior, fitted all nearly new tyres, heater, etc., this car is in really superb mechanical condition and has a really excellent performance with over 22 mpg at normal cruising speeds, a most magnificent specimen in much above average condition; £425.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 3457. [C3000

Jaguar Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jaguar.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require Jaguars, very late models; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0245/R

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0180/R

ALMOST new Jaguar required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8385. [W3016/R

JAGUAR Mk. VII 1954, one owner, low mileage, pastel shade, prepared for A.A. inspection.—Box 4564. [5790

XXX Cash immediately for good Jaguar.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

DUNCAN HAMILTON & Co. urgently require late model Jaguars.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

1956 Jaguar Mk. VII or very low mileage 1955 Mk. VII.—Write Advertiser, "Threeways," 2, Firshaw Rd., Meols, Cheshire. [5825

JAGUAR X140 hardtop special equipment model; please state fullest particulars.—Johnson, 41, St. Agnes Rd., Birmingham, 13. South 3018. [5965

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HENLYS, Ltd.

ENGLAND'S Largest Jaguar Service Station.

GREAT WEST Rd., Brentford. (Ealing 3477).

SPARES and replacement engines for all models from 1935.

AND at Manchester. Cheetham Hill Rd., Deansgate 6216-7. [0563/R

KJ MOTORS, Ltd., S.E. England's largest Jaguar parts stockists, Bromley. Rav. 3456. [6967/R

LANCASHIRE specialized sales, repair and spare parts service, large stock available.—Parkers, Ltd., Bradshawgate, Bolton (4080), and 176, Deansgate, Manchester (Deansgate 4507). [0739/R

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UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Spare parts for Jeep, home and export.

1956 illustrated assembly guide and parts catalogue, price 1/-, largest stocks, lowest prices; exchange plan engine, gear box, clutch, etc.; noted for all American spares.—331-5, High Rd., Chiswick, London, W.4. Chi. 1919-6850. [0335/R

£130 buys a special bargain.—See Metamet, famous for 12 conversions.—98b, Belsize Lane, N.W.3. Hampstead 8231. [0527/R

JEEPS, private car or commercial, all spares.—F.W.D. Motors, Ltd. (late Wick Autos), 15, St. John's Rd., Hampton Wick, Kingston 4715/8248. [0820/R

AUTOWORK, Ltd., principal Jeep stockists, also complete spares range, exchange units, etc.—Southgate St., Winchester. Tel. 2955. [C1010

Jeeps Wanted

WANTED, genuine type jeep trailer; also winch.—10, Weld Rd., Southport. Tel. 67365. [5840

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MICHAEL CHRISTIE MOTORS, wholesale and retail.

JENSEN specialists since their inception.—541 demonstrator available anywhere.

INTERCEPTOR and 541 for quick delivery; quality used Jensens bought and sold.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1956 Jensen 541 saloon, overdrive, radio, etc., blue, beige leather, 4,000 miles.

1955 Jensen 541 saloon, special head and twin exhaust system, etc., beige, red leather, immaculate.—Brooklands, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1029

JENSEN

NORTHWOOD MOTORS, wholesale and retail, 541 saloon; demonstrations; immediate delivery.—George St., Hull. Tel. 33822. [C3108

1954 Interceptor saloon, haze blue, 13,000 miles, guaranteed genuine and in perfect condition, about £1,500.—Duffield 3281 or Box 4572. [4864

Jensen Cars Wanted

JENSEN Interceptor saloons and drop head coupes wanted.—Michael Christie Motors, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [W1094

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BUNTING'S MOTOR EXCHANGE.

JOWETT main agents since 1922. Always a good selection of used Javelins and Bradford utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0913/R

1950 Javelin de luxe, series III engine, good condition; £315.—24, Lebanon Court, Twickenham. Popesgrove 2787. [5919

1951 Jowett Javelin de luxe, reconditioned engine, excellent mechanically, in very good condition throughout, £395.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1954 (April) one owner Javelin saloon, heater, loose covers, immaculate; £465.—Wall, 129, St. Leonardgate, Lancaster. Tel. 3817, evenings 3688. [6062

1951 Jowett Javelin de luxe saloon, heater, engine thoroughly overhauled in our own works, excellent all-round condition, 3 months' guarantee; £365.

C. & W. MOTORS, Ltd., Queens Head Garage, East End Rd., Finchley, N.3. Tel. Finchley 6236-7-8. [5624

1951 Jowett Javelin saloon de luxe, excellent condition, including tyres, fitted radio; £350.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

1953 Jowett Jupiter, beige, red leather upholstery, fitted heater, twin spotlights and tonneau cover, a fine example of this famous sports car; £495.—Hillwood Motors, Mill Hill (London) 4232. [C2108

1952 Javelin de luxe, maroon, radio, heater, screen washers, Ace Rimbellishers, unmarked condition; must be seen; £475.—Portsea Motors, Ltd., 142, Finchley Rd., N.W.3 (opposite Finchley Rd. Tube Station). Ham. 9661. [6052

£330—1950 Javelin, one owner, 48,000 miles, heater, screenwashers, loose covers, exceptional original condition, taxed; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

WM WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1. Welbeck 1139, are far the best buyers for good Javelins. [W4049

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JOWETT CARS, Ltd.

SPARES, reconditioned units and service facilities will continue to be available in your district; consult your local agent or write to Service Department, Jowett Cars, Ltd., Howden Clough, Birstall, Batley, Yorks. Tel. Batley 1951. Telegraphic: Jowcars, Batley. [0794/R

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COMPLETE spares for Javelins and Bradford always in stock; specialised repairs, tuning and service.—Horley, Surrey. Tel. Horley 17. [0961/R

G. W. WILKIN, Ltd., for Jowett spares and service.—1, Weston Park, Kingston. Kin. 2241. [S4065

JOWETT Javelin and Bradford spares, large stock new parts.—Newnhams, Hammersmith Broadway, W.6. Tel. Riv. 4646 [S3024

BUNTINGS MOTOR EXCHANGE offer unrivalled service and spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0073/R

JOWETT Javelin and Bradford service; extensive stocks of spare parts and accessories.—The Red Circle, Ltd., Eastern Ave., Great Cambridge Rd., N.17. Tot. 1906/7553. [0504/R

COOTER & GREEN, Ltd., Jowett main agents; Javelin, Jupiter and Bradford spares, repairs and service.—The Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Bec. 2565. [0649/R

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kin. 0170 and 8613. Jowett agents and specialists, comprehensive stock of spares, 1950-1954 models; over 30 years' Jowett experience. [0759/R

GODFREYS, Ltd.—Spares and service for Jowett and Bradford; specialists repairs.—228-234, London Rd., Croydon (Cro. 5641-2); Bushwood Corner, Leytonstone, E.11 (Wan. 5101-2); 1a, Highgate Rd., Kentish Town, N.W.5 (Gul 7761). [0463/R

LAGONDA

NEWNHAMS, Ltd.

1950 2½-litre Lagonda saloon, special offer; £550.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

B. J. HUNTER, Ltd., offer:—

1952 Lagonda saloon, fitted Vantage engine, director's car, chauffeur driven, undoubtedly one of the finest Lagondas on offer to-day; genuine bargain at £895.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1954 Lagonda 3-litre Tickford saloon, similar current model, duo-grey, immaculate; London; offers.—Box 4885. [5796

BROOKLANDS.—Sole London Distributors, low mileage, used models in stock.—103, New Bond St., London, W.1. Mayfair 8351. Showrooms open 7 p.m., Saturdays 6 p.m. [C1029

1955 Lagonda 3-litre Tickford drop head coupe, grey, small mileage, one careful owner, every extra, a most attractive car.—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Weston 2789. [C1114

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Lagonda Spares and Service

DAVIES MOTORS, Ltd. (Managing Director: J. E. Davies, 20 years service manager to Lagonda, Ltd.), Specialists in all aspects of service.—275, London Rd., Staines. Tel. 4211-5. [0390/R

LANCHESTER

1953 Lanchester 14 saloon, green with beige interior, new engine fitted 8,000 miles ago, one-owner car, very good condition throughout; £565.—Walton-on-Thames 1790. [C4094

Lanchester Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

Lanchester Spares and Service

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sale and service.—Kidderminster Rd., Croydon 5775. [0689

ALLEN'S, Victoria Rise, Clapham, S.W.4, Lanchester and Daimler appointed agents and specialists, for spares, repairs, etc.—Tel. Macaulay 6251-4 and 4199. [0462

ARCOT ENGINEERING, Ltd.—Complete overhauls and engineering service, Lanchester cars, preselector, rear box; exchanges and 48-hour repairs.—169, Fulham Rd., Chelsea, S.W.3. Kensington 7301 and 7321. [0237/R

LANCIA

1938 Lancia Aprilia, condition above average, modified steering, mechanically sound; £240.—9, Prospect Rd., Dorchester. [5994

1951 (November) Lancia Gran Turismo 2-litre fixed head coupe, cream, immaculate condition; £1,395.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

195 gns.—Lancia Aprilia, December, 1938, sports saloon, leather, good condition, choice of 2; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Lancia Aprilia Series II saloon, dark blue, red hide, many extras, including radio, purchased new and owned by us for 2 years and continuously under our care since, superb condition; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Lancia Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for Lancia.—Hampstead (Tube). N.W.3. Ham. 6041. [W4018/R

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LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics; genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley (Perivale 5656). [S0320/R

LA SALLE

1939 La Salle drop head coupe, exceptional condition; £295.—Jacquier, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677/8. [C2043

LEA-FRANCIS

ELM AUTOSALES offer:—

1950 Lea-Francis 14, owner 27,000 miles, heater, completely unmarked throughout, wonderful value at £465.

ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

1948 Lea-Francis saloon, radio and heater, excellent condition, recent £170 overhaul; £295.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., W.2. Ambassador 6266. [C2053

CHARLES FOLLETT, Ltd., Sole Distributors Lea-Francis London and Home Counties.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

JULY, 1951, Lea-Francis 14hp saloon in black; £425.—G. S. Oscroft & Co., Ltd., Derwent St., Derby. [5954

G. & M. ALFREDS (1936), Ltd.—1949 Lea-Francis oak built utility, late property His Highness, 1956 condition.—6-7, Warren St., W.1. Euston 3266. [C1005

1950 Lea-Francis 18 black saloon, radio and all extras, fine condition, perfectly maintained, personality car; £450.—7, Upper Montagu St., W.1. [5802

£444!!!—Lea-Francis Super Sports Roadster, 1950-1 series, immaculately maintained, probably the finest you can see costing around £2,000 new, still looks and runs like £1,000 motor car.

£295!!!—1946 Lea-Francis 1½-litre de luxe saloon; hand-built motor car at give-away price, carefully used, tremendous performance.

LAMBS OF WOOD GREEN (established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

325 gns.—Lea-Francis, 1949 series, 14hp sports, 2-seater, new hood, tonneau cover, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Lea-Francis Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Lea-Francis.—Hampstead (Tube). N.W.3. Ham. 6041 [W4018/R

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd., Coventry.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R

SPARES and service.—J. C. Alexander, Ltd., 190, Deansgate, Manchester, 3. Tel. Dea. 4799-6.

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS, 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7. [0595/R

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JACK ALPE LIMOUSINES

MARYLEBONE, W.1.

AUSTIN, 1955, A135, l.w.b., Princess.

AUSTIN, 1952, 16hp Hirecar, heater; £595.

ARMSTRONG, 1951 18hp, 24,000, private; £895.

DAIMLER, 1939, E.L.24 Windover, private; £475.

HUMBER, 1951, Mk. III, Pullman, private; £865.

HUMBER, 1952, Mk. III, leather, private; £835.

HUMBER, 1952, Mk. III, Imperial; £845.

ROLLS-ROYCE, 1933, 20/25, leather; £265.

JACK ALPE LIMOUSINES, 50, Marylebone High St., W.1. Welbeck 1124. [C1105

A & S Ltd. Providence Court, North Audley Street, W.1. (Near Selfridges). Mayfair 2941.

AUSTIN L.W.B. A.125 Limousine, late 1951, 15,800 miles only, in equal to new condition.

AUSTIN L.W.B. A.125 Limousine, choice of three privately owned cars in exceptional condition. £895/£985.

AUSTIN 1954 Hirecar, exceptional condition throughout, black, two owners, low mileage. £750.

AUSTIN 1950 Hirecar, 42,000 miles, one private owner, radio, heater. £535.

AUSTIN 1939/18hp Iver seven passenger, in above average condition, leather throughout. £345.

ARMSTRONG, 18hp, May 1951, seven passenger Limousine, black, cloth, wide occasionals, low mileage; £735.

HUMBER 1954 Series Mark IV Blue Riband Pullman Limousine, leather throughout, heater, radio, in next to new condition. £1,450.

HUMBER 1953 Blue Riband Pullman, cloth. £1,295.

HUMBER 1952 Mark III Pullman Limousine, cloth, loose covers, heater, in above average condition. £985.

HUMBER 1951 Mark III Limousine, leather, one private owner, heater. £925/£975.

HUMBER 1948 Mark I Pullman Limousine, low mileage, one private owner, in very exceptional order. £595.

HUMBER 1947 Series Pullman Limousine, wide occasionals, radio. £465.

ROLLS late 1934 25hp 7-passenger swept tail limousine, face forward occasionals, leather, all extras. £475.

WRAITH 1939 very roomy mitred edge Saloon, outstanding condition, suitable for conversion to face forward Limousine or Bearer Hearse. £1,175.

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LIMOUSINE specialists for over 30 years. Write or telephone for lists.

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1951 Armstrong 18hp 7-seater limousine, all leather, exceptional order; £735.—Jennings, Richmond 3368. [C3103

£300—Humber Pullman razor-edged limousine, 1956 registration, A.A., R.A.C. inspection invited; terms and exchanges.—Searle, Ltd., 14, Bridge Rd., Chertsey, Surrey. Tel. 2589. [C4069

CAMDEN MOTORS, the limousine specialists.—See our classified adverts. under Humber, Austin 16, etc., always a selection of 60 limousines to choose from with special 6 months' written guarantee; write for illustrated brochure and catalogue.—Camden Motors, Leighton Buzzard 2041. Showrooms open until 8 p.m. [C1035

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ALPE & SAUNDERS Ltd. require Limousines. Good prices for cars in above average condition.

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ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0747/R

LINCOLN Cosmopolitan 1951 l.h.d., two-tone brown and beige, hydromatic drive, power driven steering, windows, seats, radio, heater, all extras, beautiful condition, taxed, insured, mech. perfect; £600.—Eus. 8183. [5868

MERCEDES-BENZ

J. S. TRUSCOTT, Ltd., Mercedes-Benz distributors.

ONLY the best examples offered; several second-hand cars available; full details on request.

MERCEDES-BENZ, latest models embody unique improvements, which give still greater comfort, performance and durability; literature on demand; our own demonstration cars are here for you to drive.—173, Westbourne Grove, W.11. Bayswater 4274. [C4035

1954 (Nov. '53) Minor tourer, black and red, 22,000, exceptional condition; £440.—Springpark 4880 after Saturday. [5987

AT WOKING MOTORS, Mercedes distributors.

1956 Mercedes 190SL coupe, silver and blue, l.h.d., under 5,000 miles.

1955 model Mercedes 300B saloon de luxe, 10,000 miles only, black/red, always serviced by us and guaranteed; £2,450.

1955 Mercedes 220A saloon de luxe, black, red leather, 8-valve wireless, twin speakers, E aerial, loose covers, 5,000 miles only, as new, cost £2,550; £1,800.

1955 Mercedes 300S D.H.C., l.h.d., nominal mileage, superb condition, for disposal.

1955 Mercedes 180 saloon, 15,000 miles only, radio fitted; £1,185.

NEW 220S saloon, grey, immediate delivery; at list.

1950 Mercedes 170V saloon, l.h.d., r/h, excellent condition; £345.—Maybury Hill, Woking 4277-8. [C4057

1954 (June) Mercedes 170 SV saloon, as new.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

MERCEDES-BENZ

KNIGHTSBRIDGE offer:—

1956 Mercedes-Benz type 220S, one owner, mid-blue with grey interior, indistinguishable from new, service history available, small mileage, offered at a substantial saving.

1956 Mercedes-Benz type 220A saloon, black, grey interior, small mileage, maintenance history, new condition, guaranteed; £1,885.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4086. [C2036

ROSE & YOUNG, Ltd., offer:

1955 Mercedes-Benz 300 SL, fitted H.M.V. radio, immaculate condition, beautifully finished Imperial crimson with beige interior; £2,895.

1954 Mercedes Benz 180 saloon, fitted Telefunken radio, heater, loose covers, Underseaded, 4 new tyres, immaculate condition, black; £1,045.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

COOMBS & SONS (GUILDFORD), Ltd., offer:—

MERCEDES-BENZ 300SL coupe, 16,000 miles, 1955, finished in white with blue upholstery, modified rear suspension, all new brakes, Dunlop racing tyres, first class condition; £3,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford, Surrey. Guildford 62907. [C1057

1946 Mercedes-Benz, in excellent condition, radio, heater, left hand drive; £180 o.n.o.—Grund, 20, Rodney Rd., Ongar, Essex. [5975

1956 Mercedes-Benz type 300SC with fuel injection, beautiful cabriolet. Self-seeker radio, every possible luxurious extra, cost over £6,000; reasonable offer considered.

1955 (December) Mercedes-Benz type 220 saloon, radio, 17,000 miles; £1,795.

1955 Mercedes-Benz type 180, 16,000 miles, one owner, maintained and serviced by us, absolutely immaculate; £1,295.

1955 Mercedes-Benz type 180 saloon with folding roof, radio, immaculate condition, 16,000 miles; £1,365.

TAYLOR & CRAWLEY, 42a, South Audley St. (entrance Adams Row), Mayfair, W.1. Gro. 6881. [C4036

SEE SPECIAL FEATURES IN THIS ISSUE
On Pages 130 – 142 ★ and Pages 149 – 150

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial; early delivery.—39-40, Old Steine, Brighton 28102-3-4.

1955 Mercedes-Benz 300SL sports coupe, 8,000 miles, blue, blue trim, immaculate.—Brooklands, 103, New Bond St., London, W.1. Mayfair 8351. Showrooms open until 7 p.m., Saturdays 6 p.m. [C1029

1955 300SL in first-class condition, 14,000 miles, finished metallic silver, blue upholstery, fitted with high lift camshaft and stiff suspension; one of the two fastest cars in the country; must sell; £2,850; part exchange considered.

W. J. WHITEHOUSE, 138, Blendon Rd., Bexley, Kent. Tel. Bexleyheath 7551. [5350

MERCEDES-BENZ 540K, immaculate all respects, privately owned by engineer, serviced Mercedes, certain winner Concours d'Elegance, special tool kit, instruction book, spare tyres, low total mileage; £550.—Tel. Strood 7516 or apply "Wickfield," Gad's Hill, Higham, Kent. [5762

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., sales, service and spares.—58, Camberwell New Rd., S.E.5. Tel. Reliance 7691. [0962/R

MERCURY

1951 Mercury sports sedan.—See under post-war cars in the American Car Section. [C3109

ON all matters of sales, spare parts, repairs and service consult us, a subsidiary of Ford Motor Company, Ltd.—Lincoln Cars, Ltd., Great West Rd., Brentford. Tel. Ealing 4506-9. [0748/R

MESSERSCHMITT

COMERFORDS for Messerschmitts; delivery from stock, spares, service, demonstrations; exchanges, terms; postal transactions very easily arranged.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [0269/R

M.G.

WM WELBECK MOTORS proudly offer another nearly new M.G. A:—

1956 M.G. A, blue, innumerable extras include wire wheels, heater, windscreen washers, luggage rack, twin spot lamps; £825.—Welbeck Motors, Ltd., 107, Crawford St., London W.1 (near Baker St. Station). Welbeck 1139. [C4049

SLOCOMBES, Ltd.

1955 M.G. Magnette, twilight grey, heater, screen washers, spot lamps; £795.

GUARANTEE, part exchanges, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

B. J. HUNTER, Ltd., offer:—

1955 (November) M.G. Magnette saloon, low mileage, superb condition; £850.

1952 M.G. TD sports 2-seater, immaculate condition; £445.

1946 M.G. TC sports 2-seater, well above average for year, well maintained; £325.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

GLANFIELD LAWRENCE offer:—

1956 M.G. A sports, glacier blue, fitted heater, tonneau cover, adjustable steering column, 5,000 miles; £845.

1955 (October) M.G. Magnette, in black, maroon interior, heater, twin spots, screen washer, 9,000 miles only, completely unmarked; £865.—407, High Rd., N.12. Finchley 0091. [C2053

M.G.

HARRY DAVIES CAR SALES offer:—

M.G. TA in fantastic condition, the best we have had, £70 spent over the last 6 months, bills available; £225; terms, part exchanges.—128-132, Manor Park Rd., Harlesden, N.W.10. Elgar 2707. [C1117

PARADE MOTORS (MITCHAM) offer:—

1955 (Sept.) M.G. Magnette, Ireland green, fitted radio, Ace discs, badge bar, moderate mileage, in really superb condition; £865.

1954 M.G. TF, cream, red upholstery, wire wheels, luggage carrier, other extras, really superb condition; £590.

1949 M.G. TC, British racing green, in really superb condition; £365.

66—67, Monarch Parade, Mitcham. Mit. 3392/7188. [C3056

HENDON CENTRAL GARAGE, Ltd., offer:—

1948 TC M.G., red with red upholstery, in very nice condition throughout; £345.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064/5. [C2034

JACK ROSE, Ltd., M.G. agents and stockists, offer:—

M.G. Y model sports 4-seater tourer, one of the few in this country, one owner, in black with red interior; £395.—Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056

1956 M.G. Magnette, 3,000 miles, Ripco condition, choice of 2; £895.

RIPCO, Ltd. (Magnettes Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052

ALEXANDER Laystall Lucas superheads for M.G. types TB to TF; send for data sheets.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0396/R

1956 (Oct.) M.G. Magnette, varitone model, works mileage, taxed, unique opportunity to acquire a nearly new car well below list price; £1,025.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 5440. [C3050

1954 M.G. Magnette saloon, green with green upholstery, H.M.V. radio, heater, Michelin X tyres, one owner, excellent condition; £725.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1955 (September) Magnette, black, loose covers, mileage under 8,000; £850.—Buntings Motor Exchange, Harrow. Tel. 6225/6. [6025

BEARTS OF KINGSTON, M.G. specialists.—Sales, spares, repairs.—102, London Rd., Kingston. Tel Kin. 3548. [0052/R

1955 (August) M.G. Magnette saloon, negligible mileage, new condition.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 TF M.G. Midget 1,500cc roadster, black, red leather, fitted heater, wing mirrors, etc., spare unused; £595.

SPEED MODELS (BRIAN FINGLASS), 54, Warren St., Euston Rd., W.1. Euston 2156; after 6, Livingstone 7777. [C2104

375 gns.—M.G. Midget, November 1949, TC 2-seater, Clipper blue, fawn leather, luggage carrier, unmarked; terms, exchanges.—Rowland Smith, below.

165 gns.—M.G. Midget 1938 10hp TA 2-seater; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1956 M.G. Magnette saloon, birch grey with red upholstery, fitted whitewall tyres and H.M.V. radio, recorded mileage 6,000; £895.

1956 M.G. Magnette saloon, fitted in blue with maroon upholstery, recorded mileage 3,000; £885.

1956 M.G. Magnette saloon, maroon with maroon upholstery, recorded mileage 6,000; £875.

1955 M.G. Magnette saloon, finished in black with red upholstery, fitted H.M.V. radio, recorded mileage 9,000; £825.

1955 M.G. Magnette saloon, finished in green with biscuit upholstery, recorded mileage 14,000; £795.

1956 M.G. A, finished in green with grey upholstery, recorded mileage 6,000; £845.

1955 M.G. A, finished in white with maroon upholstery, ex-demonstration car, fitted competition-type clutch, polished cylinder head, Michelin X tyres, heater and screenwashers, engine specially tuned for competition work, recorded mileage 13,000; £795.

UNIVERSITY MOTORS, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5896

1939 M.G. TA, B.r.g., recond. engine, new hood, tyres, host of extras, beautiful condition; £220.—48, Doghurst Ave., Harlington, Hayes, Middx. [5876

TANKARD & SMITH, Ltd., offer 1954 M.G. Magnette, black/green, 20,000, superb condition; £755; three months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1933 M.G. 2-seater, L type, mechanically perfect, new hood, fast, over 30 m.p.g.; £120 o.n.o.—Dawson, 31, Seymour Road, Wimbledon Common, S.W.19. [5853

£445—M.G. 1¼-litre sun saloon, special duo-tone finish, superb appearance and performance; many others; we welcome A.A. or R.A.C. exams.; hire purchase, exchanges, existing h.p. accounts settled.

BENMOTORS, Ltd., 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7 and Park 2971. [C1017

1955 (Oct.) M.G. Magnette (1956 model), 9,000 miles, one owner, Underseaded, Ace discs, condition as new; £815.—106, Milton St., Palfrey, Walsall. Tel. Walsall 2708. [5999

1955 Magnette, 14,000 miles, one careful owner, spare unused, perfect example; £835.—Tolworth Motors, Ltd., Kingston By Pass, Tolworth. Elmbridge 2254. [C4061

1955 M.G. Magnette, 12,000 miles only, one owner since new, with extras, absolutely as new; £795.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

1954 TF 1500, windscreen washers, reversing light, luggage carried, air-flowed head, sports coil; h.p. can be arranged; £600.—36, Southbrook Rd., Lee, S.E.12. Lee 9946 after 7 p.m. [5989

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

M.G. TC, 1949, black/green, recond. engine, twin spots, good tyres, good all-round condition; £375 o.n.o.—125, Monkhams Lane, Woodford Green, Essex. Buc. 1889. [5860

TA M.G. with 1954 TD engine and gear box, leather tonneau cover, windscreen washers, fitted mats, luggage carrier, 4 new tyres and 3 very good spares; £260.—95, Clarence St., Southall, Middlesex. [5986

1956 M.G. Magnette, black with green upholstery, latest type engine, small mileage; £975.—R. C. Wimbush, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401. [C4056

M.G. TC 1949, quite exceptinal condition throughout, engine overhauled, not yet run in, tyres excellent, new hood recently fitted; £345; terms, part exchanges.—Cyril Johnson, 61, Lancaster Mews, W.2. Pad. 5948. [5822

XXX 1955 Magnette saloon; an exceptionally attractive low mileage one owner car, black with red leather, heater; written guarantee; £798; terms, exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

1956 (July) M.G. A, turquoise blue/black, leather upholstery fitted fibre-glass detachable hardtop, 2,000 miles only, this car is as brand new in every way; £835.—Gordon White & Co., Ltd., Austin House, Gerrards Cross 2077-8. [5940

ROSE & YOUNG, Ltd., offer 1956 M.G. Magnette saloon, 5,000 miles only, fitted H.M.V. radio, heater, spot lamps, etc., indistinguishable from new; £895.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

M.G. TA 1939 model, immaculate, in ivory with leather interior, extras include Windtones, aero screens, twin spares etc., very excellent mechanical condition, certainly a very much above average TA; £258.—Crescars Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [5924

1953 (September) M.G. TD 2-seater, B.r.g., this is without doubt one of the finest we have seen, having done but 21,000 miles, and used by last owner for concours; extras include Pye radio, twin fog lamps, chrome Windtones, reversing lamp, luggage grid, all over zip tonneau, seat covers, wing mirrors, badge bar, etc.; if you are looking for a specimen TD this is it, but bring your dark glasses!! mechanically quite faultless, in keeping with its appearance and offered with 3 months' guarantee at £525; exchanges welcomed.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

M.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest Cash prices for M.G.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new M.G. required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

UNIVERSITY MOTORS, Ltd., purchase good low mileage used M.G. 1¼-litre saloons and TF Midgets.—80, Piccadilly, W.1. Grosvenor 4141. [5895

CNK MOTORS urgently require M.G.s, particularly models TA to TD.—353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [W1052

XXX Cash immediately for good M.G.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

URGENTLY required 1947-56 M.G. saloons and 2-seaters.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

M.G.s of all types urgently required; we will not offer to sell it for you but will pay best prices on the spot.—Crescars, Ltd., 156, High Rd., E. Finchley, N.2. Tudor 9272. [5927

M.G. Spares and Service

TOULMIN MOTORS,

OFFICIAL stockists,

SPECIALIZE in M.G. and M.G. cars only; repairs and complete overhauls, all models; reconditioned engines in stock for all models 1932 to 1952; exchange service dynamo, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always in stock; we specialize in racing spares; write or tel. TOULMIN MOTORS, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 5456. Open all day Saturdays and Sunday morning 10 a.m. to 1 p.m. [0349/R

W. JACOBS & SON, Ltd.

SPECIALISTS in M.G. spares and repairs.

W. JACOBS & SON, Ltd., Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 7785-4-5. [0486

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gros. 4141. [0505/R

LARGEST and quickest spares service in the South of England.—Hewens Garage, Ltd., Reading. Tel. 54434. [0208

M.G. spares, most parts in stock for all models 1950 onwards, including valves, guides, springs, rocker bushes, shafts, etc.; replacement camshafts, rockers, dynamos, leaf springs, wheels, hubs, vertical drive assemblies; prompt postal service; c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433/R

MORGAN

345 gns.—Morgan 4/4 1950 sports 4-seater, all-over tonneau, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morgans.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BASIL ROY, Ltd., require Plus 4 models for cash or part exchange for any makes.—161, Gt. Portland St., W.1. Langham 7733. [4020

Morgan Spares and Service

MORGAN 4/4 official spare parts stockists, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514/R

MORRIS MINOR

SLOCOMBES, Ltd.

1953 Morris Minor convertible, beige/red Vynide, one owner; £465.

GUARANTEE, part exchanges, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

NEWNHAMS, Ltd.

1955 Morris Minor saloon, low mileage; £495.

NEWNHAM House, 235-245, Hammersmith Rd., London, W.6. Riverside 4646 (9 lines). [C3024

CAR MART, Ltd.

£565 —Morris Minor Traveller's car, heater, registered April, 1955.

CAR MART, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

1955 Minor 2-door, beige, red upholstery, recorded mileage 10,255; £505.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5278 (8 lines). [C4092

HENLYS offer with 4 months' guarantee.

1955 Morris Minor tourer, one owner, black with red interior; £485.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [6029

CMI CAR SALES (Pro. 6623), offer:—

1956 Morris Minor 2-door saloon, one owner, taxed; £525.

THREE months' guarantee, terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1955 model Morris Minor de luxe Traveller, Empire green, just fitted works engine; £535.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1956 Morris Minor 4-door, little used, spotless; £590.—Below.

1953 Morris Minor 2-door, a very sound car; £425.—Below.

1953 Morris Minor 2-door, ohv engine, overhauled; £445.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1952 Morris Minor coupe, £375 o.n.o.; owner going abroad.—Tel. Braintree 338. [6055

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Morris Minor drop head; £375.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

ALEXANDER Laystall Hi-Power conversions for Morris Minor, amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1951 Morris Minor saloon, grey with red interior, works reconditioned engine 1956, immaculate; £365.—Below.

1950 Morris Minor convertible, first-class quality hood recently fitted, excellent coachwork, interior and permormance, etc., taxed, only wants seeing; £345, terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1. (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

MORRIS Minor Traveller, standard black, June, 1955, model, 18,000 miles, in very excellent condition; £560.—Jackson, Tixover, Stamford. [5803

375 gns.—Morris Minor 1952 saloon, platinum grey, excellent condition; terms, exchanges.—Rowland Smith, below.

345 gns.—Morris Minor, 1952, convertible, excellent condition; terms exchanges.—Rowland Smith, below.

295 gns.—Morris Minor December 1949 tourer, electric clock, good tyres, choice of 6 Minors; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1956 2-door, grey/red, heater, link mats, under 1,600 miles, £585.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [C2073

1955 4-door saloon, grey, heater, one owner, immaculate; £525.—Campbell Symonds, Perivale 4456. [C1037

1956 Minor 4-door de luxe, colour green, guaranteed mileage 979.—Caffyns, Ltd., East Grinstead 717. [5835

1954 Morris Minor 2-door saloon, perfect example; £425.—Davies Car Centre, Ltd., 22-24, Horn Lane, London, W.3. Acorn 2273/3444. [C1120

1953 Morris Minor saloon, ohv engine; £425.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3125. [C3096

1955 (June) 4-door de luxe Minor, mileage 9,770, licensed; £525.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar. [C1062

1954 (June) Morris Minor 4-door de luxe saloon, black, heater; £475.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

1955 (late) Minor de luxe saloon, fully equipped, perfect throughout; £465.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

1954 Morris Minor convertible, black, red leather, one owner, low mileage, guaranteed; £435.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1952 Morris Minor convertible, excellent condition, guaranteed; £385. Exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

PROUD owner has to part with 1955 2-door black saloon, 12,000, heater, Underseal, Regency covers, etc.; £505; prepared to haggle.—Evening, Hayes (Middx) 5149. [6012

1955 Morris Minor Traveller's car de luxe, finished in grey with maroon upholstery, fitted radio, recorded mileage 8,000; £655.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5894

£395.—Morris Minor convertible, 1951-2, one careful owner, 100% tyres, choice 3; many others; we welcome A.A. or R.A.C. exams.; hire purchase, exchanges; existing h.p. accounts settled.

BENMOTORS, 1, Clarendon Rd., W.11. (50 yds. Holland Park Tube.) Park 5066-7 and Park 2971. [C1017

MORRIS MINOR

1955 Morris Minor 2- and 4-door saloons, colour black, mileage 12,000-15,000 miles; B.M.C. guarantee; prices from £495.—Lankester Engineering Co., Ltd., 39-45, Eden St., Kingston. Kin. 5151-6. [0046/R

1954/55 Morris Minor Traveller's, choice of three, all fitted with heaters, one owner vehicles; from £495; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4482. [C3059/2

1955 (July) Morris Minor 2-door de luxe saloon, low mileage, seat covers, screenwasher and many other extras, condition as new, B.M.C. guarantee; £525.—C. W. J. Coles, Ltd., Blunt Rd., South Croydon. Cro. 0074-5. [C1122

1951 Morris Minor saloon, grey with red interior, works reconditioned engine 1956, immaculate; £365; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

ARCHIE SIMONS & Co., Ltd.—1955 (Dec.) Morris Minor Traveller's car, colour black, fitted loose covers, tubeless tyres and roof rack, low mileage, property of one very meticulous owner and in excellent condition throughout; £595.—93, Gt. Portland St., W.1. Lar. 1343. [C4013

PRIDE & CLARKE.—1956 Morris Minor 4-door saloons, 4,000 miles, heater, £569; 1955 4-door, low mileage, heater, £499; 1954, 17,000 miles, heater, £439; 1951, £369; 1949, £329; 1956 convertible, 3,000 mls, heater, £519; 1955, 11,000 miles, heater, £479; 1951, new hood, £329.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

Morris Minor Cars Wanted

ALMOST new Minor required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Minors.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

MORRIS EIGHT

1946 Morris 8hp 2-door saloon, immaculate all round condition; £235.—Byron 1243. [5981

1947 Morris 8 4-door saloon, new condition throughout; £299.—Hatton Cross Garage, Feltham 2176. [C2092

AZ MOTORS offer 1947 sun saloon, engine reconditioned; £250! Also 1939, fitted reconditioned engine; £165!—Palmerston Rd., N.W.6. Mai. 4723. [C1011

1947 Morris 8 series E, immaculate throughout; £240; choice of two; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

£159.—1940 Morris 8 series E, 4-door, genuine bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, Balham, S.W.12 (100 yards, Clapham South Tube). Batt. 1107. [C2024

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS TEN

1938 Morris 10, smart car, excellent condition, new batteries, tyres, etc., taxed; £140.—Box 4958 [6018

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MORRIS FOURTEEN

1939 Morris 14 4-door drop head cabriolet, good runner; bargain, £100; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

MORRIS COWLEY

CAR MART, Ltd.

£575.—Morris Cowley saloon, heater, registered February 1955.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. [C1039

1955 Morris Cowley saloon, Empire green, green upholstery, beautiful condition; £565.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

1956 Cowley, black, demonstrater mileage 700, maker's guarantee; £725.—F. L. Cranmore, Ltd. Tel. 2040 Potters Bar [C1062

MAY 1955 Morris Cowley, blue/red, superb condition throughout; £595.—Naylor & Root, Ltd., Clapham Junction, S.W.11. Battersea 2252. [C3022

1954 Morris Cowley saloon, black with red upholstery, fitted heater, recorded mileage 13,000; £585.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5895

MORRIS OXFORD

A1 at Brown's.

1955 (May) Morris Oxford saloon, finished in Clarendon grey and red interior, heater, extras, 15,000 miles only, practically unmarked and as new; £625 secures. Choice of another in blue at £615.

1955 (Aug.) Morris Oxford Traveller's car, grey 10,000 miles only, carefully used and maintained, in really spotless condition throughout; £765.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

CAR MART, Ltd.

£715.—Morris Oxford saloon, series II, heater, registered March 1956.

CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. Hendon 6500. [C1039

G. S. HALL, offer:—

1956 Oxford saloon, grey, red leather, works mileage, absolutely as new; £75 under list.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

H. BEART & Co., Ltd., offer:—

1955 Morris Oxford Travellers car, very carefully maintained and offered with B.M.C. Warranty; £725.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [C1081

ENGINES RECONDITIONED, Ltd., offer:—

1953 Morris Oxford saloon; £445.—333, Pinner Rd., Harrow, Middlesex. Tel. Harrow 5366. [C2070

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS OXFORD

KDM & CHERRINGTON, Ltd., offer:—

1956 (May) Morris Oxford saloon, Clarendon grey, 5,000 miles; B.M.C. warranty; £725.—9, Albemarle St., W.1. Gro. 5551. [C2054

BROADWAY MOTORS, Hounslow, offer:—

NEW works mileage only Oxford saloon, Clarendon grey/red leather; £75 under list.—Hanworth Rd., Hounslow, Middx. Hou. 0175/9309. [C1113

1949 Morris Oxford, heater, exceptional condition; £355.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

£85 Reduction, 1956, works mileage, Oxford, black. —Below.

1955 Morris Oxford travellers, grey; £660.—Vandervells Bros., Ltd., 215, Haverstock Hill, N.W.3. Primrose 4441. [C4067

1955 series Morris Oxford saloon, black/red, one owner, taxed; £595.

THE BLACK HORSE GARAGE, 174-176, Sheen Rd., Richmond, Surrey. Richmond 4822-3. [C1116

1956 Morris Oxford, works mileage, unmarked; £800.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

MORRIS Oxford saloon, 1955, director's car, excellently well-maintained; £595.—Steele Griffiths, Rodney 2201-6. [5932

1955 (Feb.) Morris Oxford saloon, one owner, 15,000 miles; £595.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [C1083

ALEXANDER Laystall Hi-Power conversions for Morris Oxford; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1955 (March) Oxford de luxe saloon, black/red, one owner, 14,000; exchange cheaper car; £585.—Tel. Southampton 68853. [5185

1956 Morris Oxford saloon, excellent order, one owner; £695.—H. A. Saunders, Ltd., Austin House, Highfield, N.W.11. Speedwell 0011. [C4004

1955 Morris Oxford de luxe saloon, grey, red leather, heater, 18,000 miles, good tyres, one owner car in really excellent condition; £595.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1955 Morris Oxford, black, heater, one owner, 15,000 miles, in really excellent condition; £625.—Reys Motors, Ltd., 73-5, Albany St., N.W.1. Euston 6994. [5702

Morris Oxford Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Oxfords.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

GARDNER & Co. (HENDON), will buy your Morris Oxford.—Sunny Hill 3359 and 0039. [W2074

ALMOST new Oxford required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

MORRIS ISIS

BROADWAY MOTORS, Hounslow, offer:—

1956 Isis de luxe saloon, Clarendon grey, absolutely new and unregistered; save £175 on list.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113

BROWN'S GARAGE (LOUGHTON), Ltd., offer:—

1956 Morris Isis, special reduced price.—Brown's Garage, Ltd., High Rd., Loughton. Tel. Loughton 6262. [C1034

NOVEMBER '55 Isis saloon, 3,000 miles, grey and red leather, extras; £745.—Robbins, East Putney. Tel. 7881. [C3010

1956 Morris Isis saloon, grey, 13,000 miles, one owner; £765.—Hardings of Windsor, St. Leonards Rd. Tel. 355. [C2105

Morris Miscellaneous Cars Wanted

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0998/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Morris Spares and Service

MORRIS, the official stockists, for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 5151-6. [0917/R

MORRIS genuine spares and special service in the West End.

S. MORRIS & Co., Cleveland Garage, Cleveland St. Tel. Mus. 1932. [0342/R

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961.) [0471

HAMMERSMITH, W.6. Rogers Garages, Engineers, Wellesley Ave., Riverside 2644. Sales and Service. [8054

SMITH & HUNTER.—Repairs and service at the double.—Works: Edge St., W.8. Ring Park 2472. Established since 1908. [8019

R. HARDY & SON, 55, Marylebone High St., W.1. Experienced for nearly a century; complete overhauls and coachwork our speciality; exchange engine units; spares and accessories.—Wel. 1101. [0365/R

NASH

ALEXANDER Laystall Hi-Power conversions for Nash Metropolitan; amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

Nash Spares and Service

SOLE concessionaires for the complete Nash range; spare parts and maintenance.—Nash Concessionaires, Ltd., Albany St., London, N.W.1. Tel. Euston 5556. [0937/R

NASH-HEALEY

595 gns.—Nash-Healey 1951 3.8-litre aerodynamic sports/racing hard top coupe, original 1951 Le Mans chassis, overdrive, radio, heater, wire wheels, nearly new Michelin X, excent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

OLDSMOBILE

SIMPSON'S offer:—

1949 Oldsmobile 88, hydramatic drive, r. & h. signals, all extras. (See also under American Cars, full list.)

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015

1950 Oldsmobile Rocket 88, radio, heater, hydramatic drive, bargain; £495.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016/1

1955 Oldsmobile Rocket 88, automatic transmission, power steering, power brakes, radio, heater, fitted seat covers, immaculate.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

Oldsmobile Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Oldsmobile buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691/3903. [W4015

Oldsmobile Spares and Service

REPAIRS and service by sole U.K. distributors, Lex Garages, Ltd. Workshops and spare parts, 7, Pembridge Villas, London, W.11 (Near Westbourne Grove). Bayswater 6626-7. [0627/R

OPEL

1949 1,488cc ohv saloon, reg. 1955, reconditioned engine covered by 6 months' warranty (not "run-in"); £225; terms, exchange.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [5480

Opel Spares and Service

LANCASHIRE, Cheshire and North Wales distributors for service and spares.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0513/R

PRIDE & CLARKE, Opel stockists, quotations, c.o.d.—Stockwell Rd., S.W.9. Brixton 6251. [3068/R

PACKARD

1951 Packard, r.h.d., automatic drive; £795.—Joe Thompson (Motors), Ltd., 91-95, Fulham Rd., South Kensington, S.W.3. Ken. 4858. [C4028

1952 Packard, l.h.d., immaculate condition, mechanically sound, good tyres, 20mpg, would consider part exchange, post-war car suitable, lady driver, bargain; £575; h.p. could be arranged.—31, Mill Rd., Newthorpe, Notts. Langley Mill 3653. [4686

175 gns.—Packard 6 1939 saloon, steering column gear change, overdrive, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Packard Cars Wanted

LEONARD WILLIAMS & Co., Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0191/R

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Packard buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691/3903. [W4015

Packard Spares and Service

LEONARD WILLIAMS & Co., Ltd., Packard Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469/R

JOE THOMPSON (MOTORS), Ltd., Packard spares repairs specialists.—91-95, Fulham Rd., S.W.3. Kensington 4858. [C4028

PANHARD

1956 Dyna 6-seater aerodynamic saloon, one owner, immaculate, 10,000 miles, exceptional road-holding performance, delightful appearance, radio, seat covers, up to 47mpg and 85mph; 3 months' warranty! £885.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [5487

PLYMOUTH

SIMPSON'S offer:—

1955 Plymouth r.h.d. Plaza and automatic transmission.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd. Wembley 8691/3903. [C4015

1955 Plymouth Savoy, black and silver.—Simpson's Motors, Camborne, Cornwall. Tel. 3201 Camborne. [5833

PONTIAC

SIMPSON'S MOTORS.—See under American cars; full list. [C4015

1949 Pontiac Silver Streak.—See under Postwar Cars in the American Car Section. [C3109

PONTIAC, 1955, good as new, used only 5 months, owner driven, done about 3,000 miles; £1,950 or near offer.—Write Box 4883. [5805

Pontiac Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Pontiac buyers; outright purchase or part exchange.—345, High Rd., Wembley Wembley 8691/3903. [W4015

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. (Tel. Flaxman 7752-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617/R

RACING CARS

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton (Tel. Elmbridge 3348) are the sole concessionaires for the southern half of Great Britain of the 500cc Formula 3 Cooper-Jaguar and Cooper 1,100cc sports cars. [0621/R

595 gns.—Nash-Healey, 1951, 3.8-litre aerodynamic sports racing hard top coupe, original 1951 Le Mans chassis with later Farina designed coachwork, blue, red leather, overdrive on all gears, radio, heater, wire wheels, nearly new Michelin X tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Railton Cars Wanted

GOOD Railton required immediately.—G. Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656. [0421/R

RENAULT

A1 at Brown's.

1951 Renault 750 saloon, grey, interior to match, many extras, in really amazing condition throughout; £375.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

BOON & PORTER, Ltd.

1954 series Fregate, grey, one engineer owner, 23,000 miles; £625.

CASTELNAU, S.W.13 (By Hammersmith Bridge), Riv. 4444. [C1022

1955 model Renault 750 de luxe saloon, Capri blue, Michelin Whitewalls, most attractive; £525.

MICHAEL CHRISTIE MOTORS, Bicester Rd., Aylesbury, Bucks. Tel. 4727. [C1094

AUTOSALES (LONDON), Ltd.

1956 Renault 750cc sun roof saloon, one owner, small mileage; £565.

1954 Renault 750cc de luxe saloon, one owner, in exceptional condition; £465.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [5886

1956 Amiral, duo-tone blue saloon, with radio, 7,000 miles, one owner; £975.—Windsor 2782. [5693

WELHAM'S Renault sales and service, Surbiton Hill Rd., Surbiton. Elmbridge 1873. Established 1909, offer:—

1956 Fregate 214D litre demonstator saloon; £950.

1956 750 saloon de luxe, grey; £585.

1956 Dauphine demonstrator; £730. [C4070

1956 Renault Dauphine, 300 miles only; £725.—John Alcock, Walley St., Biddulph, Stoke-on Trent. Tel. Biddulph 3174. [5883

1955 Fregate, low mileage, one owner, immaculate; £725.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. [C4081

RENAULT 1956 Fregate Amiral saloon, one owner, 2,141cc. overdrive, sliding head, twin foglamps, wing mirrors, immaculate condition; £925.

MALCOLM MOTORS, Ltd., The Broadway, Leigh-on-Sea, Essex. Tel. 78208. [5064

1955 (May) Renault 750cc saloon, splendid condition, R.A.C. exam. invited; £435; exchange, h.p.—11, Perrymead, Prestwich, Manchester. Prestwich 2057. [C2082

1951 Renault 750cc 4-door saloon, heater, excellent condition, guaranteed; £295; exchanges and terms.—Palmers, 5, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1954 Fregate, maroon colour, impressive appearance, six seats, flat floor, large luggage boot, heater, overdrive, very good condition, performance; £575; seldom opportunity!—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [5486

1956 Renault Dauphine, first registered August, one careful owner, low mileage, taxed for year, windscreen washers, condition absolutely as new and immaculate throughout; £700.—Tel. Portsmouth 2802. [5942

1955 Renault Fregate, grey, grey leather, sun roof, one owner, Whitewall tyres, in exceptional condition throughout; £745; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

Renault Cars Wanted

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1873, purchase all models. [W4070/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Renault.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALPINE BUSHEY GARAGES, Ltd., 83-85, High Rd., Bushey Heath.—Renault distributors will purchase all models. [W1119

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff. Renault distributors—East Glamorgan—spares and service.—Tel. 20531. [0911/R

BARNEHURST GARAGE, Ltd., Renault sales and service, spares and repairs.—1-5, Barnehurst Rd., Bexleyheath. Tel. Bexleyheath 725. [0943/R

RILEY

J. JAMES (LONDON), Ltd.

FOR second-hand Rileys.

1956 Pathfinder, grey, red interior, 10,000 miles, £1,195.

1955 Riley 1½-litre, green, radio, heater, low mileage; £875.

RILEY CARS, 55 & 56, Pall Mall, S.W.1. Tra. 7311. [5196

GEORGE NEWMAN & Co., offer:—

1955 (April) Riley Pathfinder, one owner, 20,000 miles; £895.—569, Euston Rd., London, N.W.1. Eus. 4466. [C3023

BOON & PORTER, Ltd. distributors.

1956 Pathfinder, green, 6,400 miles, in new condition, guaranteed; £1,150.

1955 (June) Pathfinder, maroon, bucket seats, 10,600 miles, extras; £945.

CASTELNAU, S.W.13 (By Hammersmith Bridge), Riv. 4444. [C1022

COMPTON & FULLER, Ltd., offer:—

1951 Riley 1½ saloon, black, immaculate and faultless car; £525.—Odeon Parade, Elmers End, Beckenham. Bec. 3570. [C1110

GORDON & GLYNN (The Riley Centre).

£225—Blue Streak Continental 2½-litre, 1938.

£225—Adelphi 1½-litre saloon, 1938.

£165—Merlin 1½-litre saloon, 1936.

GORDON & GLYNN, 79 Cadogan Lane, Sloane St., S.W.1 (2 mins. Sloane Square Tube). Sloane 8326. [C2075

WESSEX MOTORS, New St., Salisbury.

1955 (August) Riley Pathfinder saloon, black with tan leather upholstery, heater, screen washers, fog and spot lamps, a very low mileage one owner car in immaculate condition throughout.

TELEPHONE Mr. Gray, Salisbury 3275. [C40[illegible]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

HENLYS offer with 4 months' guarantee.

1955 Riley Pathfinder saloon, radio, cream with maroon interior; £895.
HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [6030

WOKING MOTORS, Mercedes distributors.

1954 Riley 1½-litre saloon, black, brown, immaculate condition throughout, small mileage; £775.—Maybury Hill, Woking 4277-8. [C4057

1957 Pathfinder, choice of colour, with or without overdrive; from £1,411.

1956 Pathfinder, blue/grey, bench seat, genuine 5,000 miles, Ripco condition; £1,195.
RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052

1955 (June) Pathfinder, unmarked, as new, superb condition throughout; £975.—Harrow 4646.

CAMDEN MOTORS.—Riley—see special display advert page 95, this issue. [C1055

1950 Riley drop head foursome, complete engine overhaul and repaint.
TAYLOR & CRAWLEY, 33, Grosvenor Crescent Mews, Hyde Park Corner. Tel. Slo. 5213. [C4056

CLARKE & SIMPSON, Ltd. (Riley Sales and Service), offer:—

1954 1½-litre saloon, black and blue with grey leather, heater, radio, one owner; £745.

1953 (March) 2½-litre saloon, black, green upholstery, heater, in excellent condition; £675.

1951 (March) 1½-litre saloon, black, green leather, heater, one owner, perfect condition; £545.

49, Sloane Sq., S.W.1 Tel. Sloane 4727. [C1048

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348. [0079/R

1948 Riley 1½, black, engine recently overhauled; £390.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [C4019

1950 Riley 2½-litre saloon, black with brown hide upholstery, low mileage, fitted heater, in new condition; £499.
McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307-8. [C3083

RILEY 2½-litre, April 1950, black, brown leather, very good condition, former property of titled gent.; for sale at the low price of £375.—Box 4957. [6019

1954 Riley 1½-litre saloon, black, with green interior, fitted heater, 23,000 miles, one owner, excellent condition throughout; £760.
WEYBRIDGE AUTOMOBILES, Ltd., Queens Rd., Weybridge 2233.

RILEY 1½-l. saloon 1955, finished in grey with rust-coloured upholstery, 14,000 miles only, magnificent condition throughout, fitted radio and heater; £795.
P. J. EVANS, Ltd., Essex St., B'ham. Mid. 8001. [5841

1953 (Sept.) Riley 1½ R.M.E. series, black/red, many extras, unblemished, low mileage, example; £695.—Rover Distributors, Elliotts of Bideford. Tel. 744. [5808

1948-9 Riley 2½-litre sports saloon, smart, fast, good; £365; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

1937 Riley 12 Victor saloon, in superior order and condition, far better than average condition; £150; terms a pleasure.—Corner Garage, Gorton St., Blackpool. Tel. 26838. [C2083

RILEY 9 Merlin, 1936, grey, blue interior, well maintained, in very good all-round condition; £139.—Cresscars, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [5925

£445.—Riley 2½-litre 1949-50, outstanding example, faultless, heater, host extras, choice 5, many others; we welcome A.A. or R.A.C. exams, hire purchase, exchanges, existing h.p. a/c's settled.
BENMOTORS, 1, Clarendon Rd., W.11. Park 5066-7 & 2971. (50yds Holland Park Tube.) [C1017

1955 Riley Pathfinder saloon, finished in grey with grey upholstery, fitted wing mirrors, recorded mileage, 21,000; £950.—University Motors, Ltd., 80, Piccadilly, W.1. Grosvenor 4141. [5892

1938 Riley 1½-litre Victor saloon, manual gear box and overdrive; £175; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1956 (March) Riley Pathfinder saloon, 3,900 miles, B.M.C. warranty; £1,175.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

1955 Pathfinder, grey, radio, Michelin X, etc., immaculate condition; £890.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

TANKARD & SMITH, Ltd., offer 1954 Riley 1½-litre saloon, black/red, heater, 17,000, immaculate; £825, three months written guarantee.—194-198 Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

1950 Riley 1½-litre saloon, black/green, heater, immaculate; £485.—Milhall Service, 55, South Edwardes Square (near Kensington High St.), W.8. Western 4351. [C3094/1

ALLOW the official Riley dealers for the larger part of Warwickshire to know of your requirements, new or low-mileage models in stock.—Write Coventry Motor Mart, Ltd., London Rd., or Tel. 2146-7. [0446/R

£265.—1938 Big 4 6-light Kestrel in specimen condition, 5-speed manual gear box with overdrive; must be seen; terms and exchanges.—A. F. Tann, 18, Edenfield Gardens, Worcester Park, Surrey. Der 9754. [5897

1954 Riley 1½-litre saloon, black and grey, red hide, radio, heater, one owner, 17,000 careful miles, an exceptionally good example; £795; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [C4035

£430.—Riley 2½-litre sports roadster, 2/3 seater, 1950 (Sept.), central gear-change, heater, 30,000 miles, really excellent, licensed, exchange considered.—Brown, 126, Marsden Rd., Burnley. Tel. 4336 (evenings) [5793

RILEY

1955 Riley Pathfinder, one owner, black, tubeless tyres, gear box, clutch and brake modified at factory to latest standard, perfect throughout; £945; part exchange welcomed.—G. P. Morley, 76, Cambridge Rd., Kington-on-Thames. Kingston 8885. [C3016

1953 2½ Riley saloon, duo-green with beige leather, heater, taxed, one careful owner, genuine 30,000 miles, new engine fitted at 25,000 miles due to frost damage; magnificent condition throughout; £625.—J. C. Enstone, 309, Howard House, Dolphin Sq., S.W.1. Tate Gallery 1975. [5245

XXX 1949 Riley 1½-litre saloon, black with fawn upholstery, a really attractive car, heater, H.M.V. radio, etc., thoroughly recommended, written guarantee; £425. Terms; exchanges.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [C2003

1954 (July) Riley 1½-litre saloon, ivory/tan hide interior, one owner, guaranteed 15,000 miles, fitted heater, wing mirrors, 55 series; this car is in specimen condition and has not been driven at more than 50 miles per hour at any time; spare wheel unused; three months' guarantee given; part exchanges and terms; can arrange to meet to demonstrate; £795.
DEVONSHIRE MOTOR Co., Psalter Lane, Sheffield, 11. Tel. 52260. [5837

Riley Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash for Riley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Riley required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

YOU will always do better by making personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [W1048

XXX Cash immediately for good Riley.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2005

URGENTLY required, 1947-56 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

Riley Spares and Service

FRANK L. HALL for Riley.—Specialized sales, repairs and spares.—Windsor Rd., Maidenhead. Tel. 713. [0425/R

HARTLEY'S for Rileys, spares and service.—165-171 Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. 0246/R

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301 and 7521. [0238/R

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092/R

RILEY distributors for 35 years.—Comprehensive list of spares; quotations and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [0989/R

ROLLS-ROYCE

H. R. OWEN, Ltd.,

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1954 Silver Wraith touring limousine by James Young, automatic gear box, finished in black with maroon hide and cloth upholstery; 19,400 miles; £4,950.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9060. [C3032

H. C. PAUL, Ltd.

1954 Rolls-Royce Silver Dawn saloon, automatic, shell grey and velvet green, 12,000 miles; £3,450.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621/2. [C3040
MANN EGERTON.

1954 Rolls-Royce Silver Dawn automatic gear saloon, velvet green, with fawn leather upholstery, 21,000 miles; £3,650.

1952 Rolls-Royce Silver Wraith touring limousine by H. J. Mulliner, black, fawn leather, 52,000 miles; £3,750.

1952 Rolls-Royce Silver Wraith sports saloon by Park Ward, black, beige leather upholstery, 24,000 miles; £3,450.
MANN EGERTON, 14, Berkeley St., W.1. Hyde Park 2073. [C2006

PB. Ltd., offer:—

1939 full razor edged sports saloon with division by Windover.

1938 25-30hp sports saloon with division by Thrupp & Maberly.

1937 25-30 semi-razor edged sports saloon by Hooper.

1937 25-30hp sports saloon with division by James Young.

1936 25hp fixed head 4-light foursome coupe by Freestone & Webb.
PADDON BROS., Ltd., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477. [C3033

JACQUIER, Ltd., offer:—

1939 Wraith owner-driven saloon, 6-light, leather throughout, boot, history; £1,250.

1937 Gurney Nutting semi-razor edge, with division; £725

1935 20/25 Windover owner-driver saloon, leather upholstery, boot, recently overhauled; £525.

THE above cars are all in excellent condition and open to A.A. or R.A.C. examination.
JACQUIER, Ltd., 225-7, Hammersmith Rd., London, W.6. Tel. Riverside 6677-8. [C2043

SWANMORE GARAGE, Ltd.

1937 25/30 Windover 7-seater.

1937 25/30 Freestone & Webb saloon

1936 20/25 Gurney Nutting saloon.

1935 20/25 James Young saloon; photograph and price on request.

1176 Christchurch Rd., Bournemouth (Southborne 43344) [C4024

ROLLS-ROYCE

JB

JACK BARCLAY, Ltd

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST official retailers in the world; please write for stock list.
JACK BARCLAY, Ltd., Berkeley Sq., May. 7444 (open until 7 p.m.). [0182/R

RUSSELL MOTORS offer:—

1948 (October) Silver Wraith H. J. Mulliner touring limousine, total mileage 61,000, replacement engine with full flow oil and automatic choke, fitted at 41,000, black and beige leather.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

KNIGHTSBRIDGE offer:—

1936 (November) Rolls-Royce Phantom III, attractive, small sports saloon by Barker, heater, maker's history, modification and overhaul, very good condition, finished black.

1938 (February) Rolls-Royce Phantom III sports saloon by Barker, one owner, modified, maker's full history and recent overhaul.—1, Roberts Mews, Lowndes Place, London, S.W.1. Sloane 4066. [C3036

GEORGE NEWMAN & Co., offer:—

1951 Rolls-Royce Silver Wraith l.h.d. Park Ward limousine, face-forward occasional seats, 18,900 miles; £2,675.—369, Euston Rd., London, N.W.1. Euston 4466. [C3023

JACK BOND (West End branch) offers:—

£475.—Rolls 25 1935 close-coupled sports saloon with sun roof, immaculate; choice of 3.

ROLLS 25 d.h.c. coupe, possibly the finest example in the world, this superb car has had one owner and been driven only 46,000 miles since new, it has just been completely stripped (coachwork removed from chassis, etc.) and rebuilt as brand new and has covered only 761 miles since and still has to be run in, this fantastic carriage has hosts of extras including silver-plated carriage lanterns and white lambs' wool rugs, etc., beautifully cellulosed in ivory, Rolls history since new, this car looks like a 1956 model in immaculate condition; guaranteed for 12 months.

URGENTLY require for stock immaculate Rolls with sporting and unusual coachwork.

OPEN till 7 every night and Sunday mornings.

VINTAGE AUTOS, 105, Queensway, W.2. Tel. Bayswater 5929 and 8330. [C4079

JACK OLDING & Co. (Motors), Ltd., official Rolls-Royce and Bentley retailers, offer:—

1953 Silver Wraith saloon, Park Ward, shell grey, maroon hide; £3,975.*

1952 Silver Wraith saloon, H. J. Mulliner, black, beige hide, one owner, 30,000 miles; £3,725.*

1947 Silver Wraith 7-seater Sedanca-de-Ville, H. J. Mulliner, black, one owner; £1,975.*

*PASSED by officially appointed service station.

AUDLEY House, North Audley St., W.1. Mayfair 5242 (7 lines). Open to 7 p.m. [C3050

HARRIES: Rolls from £1,250. Brochures available. Inspection invited. Immediate delivery.

ALPE AND SAUNDERS (COACHBUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161.

CHARLES POLLETT, Ltd., officially appointed Rolls-Royce and Bentley retailers and repairers.
SHOWROOMS.—18, Berkeley St., W.1. Mayfair 6266.

SERVICE.—Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010

1955 Silver Dawn, 10,000 miles, Tudor grey, red leather, as new; £3,950.—Write Box 4914. [5877

1928 James Young 20, excellent; £180.—J. B. M. Adams, Gidding, Huntingdon. Winwick 216. [9324

MASCOT MOTORS, Ltd., offer guaranteed cars only to ensure satisfaction by selecting from their large comprehensive stock:—

1938 30hp Barker semi razor edge sports saloon, black and grey, grey leather; £875.

1937 30hp James Young sports sln, dark green, beige leather, engine overhaul; £725.

1936 25hp Croall fixed head coupe, black and grey, brown leather, recent overhaul; £600.

1935 25hp Cockshoot sports sln, black, red leather, good history; £525.

1935 25hp Barker sports sln, black with red leather upholstery; £525.

1935 25hp dual coloured sports sln, large boot, beige leather, complete overhaul; £525.

1933 25hp Windover sports sln, midnight blue, blue leather, immaculate; £425.

1933 40-50hp Thrupp & Maberly sports sln, black and blue, full history; £350.

237, Kensal Rd., London, W.10. Ladbroke 1231-2. [C3007

1933 R.-R. fixed head coupe, 2-door, 4 seats, Freestone & Webb, elegant new tyres, boot; £350.—Wimbledon 9224 after 6 p.m. [5865

1934 20/25hp 7-passenger limousine; £150.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

A&S Ltd. Wraith 1939 H. J. Mulliner owner-driver mitred edge saloon, no partition, in outstanding condition. £1175.

1937 Series 25/30hp owner-driver Saloon with built-in boot, black, brown hide, £575.

LATE 1934 25hp Hooper sports Saloon, built-in boot, very attractive car. £525. See under Limousines column.

ALPE & SAUNDERS Ltd. (Limousines Purchased), Providence Court, North Audley Street. (Near Selfridges.) Mayfair 2941. [C1006

1933 Rolls-Royce fixed head coupe, 2 door, 4 seats, Freestone & Webb, elegant, new tyres, boot; £350.—Wim. 9224 after 6 p.m. [5973

1936 20/25 Windover, owner-driver, leather throughout, heater, radio; £650.—Western 1497/Knightsbridge 8435. [6044

FOR saloons and limousines, all models, you might favour us with a call.—Claude Burgoyne & Co., St. Peters Rd., Hammersmith. Riverside 7844. [4575

1949 Rolls-Royce Wraith, Mulliner Sedanca de Ville, black, one owner, chauffeur driven, 30,000 miles only, Rolls-Royce history available.—Box 4857. [5780

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

CASS'S MOTOR MART.—1936 Rolls-Royce 25/30 Hooper limousine, swept back, black, very carefully used by private owner, Rolls history.—5, Warren St., W.1. Euston 4110. [C1040

£1999!!!—1949 Rolls-Royce Silver Wraith with Gurney Nutting 2-door 5-seater convertible bodywork, 58,000 miles only, costing nearly £7,000 when new and still looks and runs like new.

LAMBS OF WOOD GREEN (established 1897), 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

COUPE 1938 50hp Gurney Nutting, complete with radio, heater, etc., etc.; exceptional condition throughout large rear boot; bargain at £795.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

45000 miles only.—Rolls-Royce 1933 20/25 4-door 6-light saloon with coachwork by Hooper, winding division and F.S. occs., one family since new, whole car in outstanding condition; £450.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661-2. [C4082

1954 Rolls-Royce Silver Dawn saloon with automatic transmission, 22,000 miles only, one owner, magnificent specimen car, finished in duo-tone Havana brown and biscuit with specially designed interior upholstery, radio and extras; £3,750.—S. Morris & Company, 40, Conduit St., W.1. Tel. Reg. 0424 (6 lines). [4292

1953 (September) Rolls-Royce Silver Wraith saloon, special coachwork by H. J. Mulliner, finish two-tone grey with beige leather, radio, heater, Marchal spot lamps, concealed lighting, lambswool rugs, etc., one owner, Rolls maintained, faultless condition in every way, exchange considered.—4, Beginton Rd., Coventry. Tel. Coventry 68349/62813. [C2102

Rolls-Royce Cars Wanted

CMC AR MART, Ltd., official retailers, are anxious to purchase Rolls-Royce cars and will pay attractive prices for those in exceptional condition.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Gro. 5434. [0970/R

PRIVATE buyer (London) wants Phantom II saloon or tourer.—Box 4980. [6063

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rolls-Royce.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALPE & SAUNDERS Ltd. require Rolls-Royce Limousines. Good prices for cars in above average condition.

A&S Ltd. Providence Court, North Audley Street, (Near Selfridges). Mayfair 2941. [W1006

EXCELLENT price for good Rolls-Royce.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000

DUNCAN HAMILTON & Co. urgently require post-war Rolls-Royces.—33, High Rd., Byfleet, Surrey. Byfleet 3101. [W1091

XXX Cash immediately for good Rolls-Royce.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

MASCOT MOTORS, Ltd., are anxious to purchase Rolls-Royce and Bentley with owner-driver coachwork.—237, Kensal Rd., W.10. Ladbroke 1231-2.

JACK OLDING & Co. (MOTORS), Ltd., purchase good used Rolls-Royce/Bentley cars.—Audley House, North Audley St., W.1. Mayfair 5242. Open 7 p.m.

GEORGE NEWMAN & Co. purchase for cash post-war Rolls-Royce cars.—369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). [W3023

THE SOUTHERN MOTOR Co. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [0350/R

SEVEN-PASSENGER privately owned pre and post-war Rolls-Royce Limousines required; details please:—Jack Alpe, 50, Marylebone High St., W.1. Welbeck 1124. [W1103

Rolls-Royce Spares and Service

ASERVICE unequalled

OFFICIAL repairers Rolls-Royce cars

SERVICING or overhauls.

COACHWORK renovations and accident repairs.

SPARES all models.—Tel. Flaxman 2223 (5 lines)

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SHOWROOMS, 15, Berkeley St., W.1. Mayfair 6266.

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SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0614/R

MASCOT MOTORS, Ltd. Rolls-Royce and Bentley Specialists, complete engine overhauls, coachwork repairs.—237, Kensal Rd. Ladbroke Grove, W.10. Ladbroke 1231-2. [S3007

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064/R

ROVER 10

1939 Rover 10 saloon, exceptionally nice; £325.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098

ROVER 12

PETER BANTOCK CAR SALES, offer:—

1947 Rover 12 saloon, black with blue interior, recent engine overhaul; £365.—104, High Rd., Chiswick 2725/5870. [C1014

1947 Rover 12 sports saloon, grey, perfect order, two owners, bargain, owner giving up driving; £320.—Box 4905. [5848

ROVER 12

£95!!!—1936 12hp sports saloon, new tyres, mechanically perfect.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

ARCHIE SIMONS & Co., Ltd.—1947 (Dec.) Rover 12 saloon, colour grey, maroon leather upholstery, one owner since new, nominal mileage, in excellent condition in every way; £375.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

ROVER 14

HENLYS offer with 4 months' guarantee.

1946 Rover 14 saloon, heater, one owner, black with tan interior; £375.

HENLYS, Ltd., Regents Park, N.W.1. Gulliver 5721 [6031

£335.—1946 Rover 14 saloon, black, immaculate condition, fitted reconditioned engine, 700 miles only, twin spots, windtones, bargain.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C2093

ROVER 16

HENLYS offer with 4 months' guarantee and 7 days' trial.

1948 Rover 16 saloon, heater, one owner, black with red interior; £425.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [6027

JUNE 1947 Rover 16hp de luxe saloon in grey; £340.—G. S. Oscroft & Co., Ltd., Derwent St., Derby. [5955

!!! 1947 (December) Rover 16, one owner, taxed, faultless; £510.—Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. [C3096

1947 Rover 16hp 6 light saloon, black, brown leather, heater, Ace Rimbellishers, professional man's car, exceptional condition; 325gns.—Taylor, 29, Woodmarket, Lutterworth, Rugby. Tel. Lutterworth 281, evenings. [5798

295gns.—Rover 16, October, 1947, de luxe saloon, grey, sliding head, blue leather, radio, heater, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ROVER (60, 75 and 90)

G. S. HALL offer:—

£1295!!—1956 Rover 90, grey, red leather, H.M.V. radio, 3,000 miles, absolutely as new, save £175 on list.

£425!!—1948 Rover 75 saloon, black, heater, H.M.V. radio, magnificent, 2 owners, specimen condition throughout; trade inquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

H. BEART & Co., Ltd., offer:—

1956 model Rover 90 saloon, fitted loose seat covers, radio, genuine 5,000 miles and virtually like new throughout; £1,245.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348. [C1081

PHILIP RICKARDS, Ltd., offer:—

1956 Rover 90 saloon with overdrive, new and unregistered, choice of colour; part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772-3. [C3051

H. A. SAUNDERS, Ltd., of Worcester.

1956 Rover 90 saloon, duo grey with blue leather upholstery, fitted radio and heater, 10,000 miles; £1,265.

AUSTIN House, Castle St., Worcester. Tel. 6371. [C4005

1956 Rover 60 saloon, grey, unregistered.

1956 Rover 75 saloon, blue/blue, unregistered.—Dunham & Haines, 46, Castle St., Luton 2100-1. [C1079

COOMBS & SONS (GUILDFORD), Ltd., offer:—

ROVER 90, 1955, finished in black with red upholstery, 15,000 miles, immaculate condition £1,075.

ROVER 90, 1956 Model, 4,000 miles, latest type of upholstery, black with red upholstery; £1,150.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907. [C1057

JULY, 1954 Rover 90 saloon, H.M.V. radio, one owner, immaculate; £865.

ARTER BROS., Ltd., A2 Dover Rd., Barham 356. Canterbury. [5851

1956 Rover 90, grey, with overdrive, works mileage, bargain price.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [C4093

1953 Rover 75, one owner, radio, exceptionally nice condition; £730.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [C2111

1955 Rover 90 saloon, immaculate.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1954 Rover 75, one owner, black with red upholstery, very good condition throughout; £595.

1956 (new) unregistered Rover 75, grey with grey upholstery, saving £165 on new price; £1,250.—F. Dodson, Ltd., Sackville Garage, Middlesex Rd., Bexhill-on-Sea. Tel. 2382/3. [5960

1954 model Rover 75, one owner, as new; £795.—Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046. [C1121

£895!!—1954 (June) Rover 90, green and green, one owner, 21,000 miles, believed genuine, heater, excellent tyres.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

£665.—Rover 75 saloon, 1952, black, with green interior, in unmarked condition throughout, one owner, taxed year.—Putney 5530. [C3107

1956 Rover 90 saloon, black, only 5,000 miles, practically new; £1,195.—Campbell Symonds, Wembley 6262. [C1057

1956 Rover 60 saloon, black/red, under 6,000 miles, taxed, H.M.V. radio; £1,150.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

AZ MOTORS offer spotless 1951 75, fitted radio, heater, link mats, one owner, remarkable bargain; £595!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

1956 Rover 90 saloon, green with green leather, mileage 4,500; £1,375.—Rippon Bros., Ltd., Huddersfield, Leeds, Sheffield and Bradford. [C3100

ROVER (60, 75 and 90)

1955 Rover 90 saloon, grey, with red upholstery, immaculate; £1,035.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0056. [C2039

CASS'S MOTOR MART.—1953 Rover 75 saloon, black, genuine 21,000 miles, one owner; £795, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

1954 Rover 90, one owner, grey with red leather, really immaculate, guaranteed; £875.—Campbell Symonds, Wembley 6262. [C1057/1

1956 Rover 90, black, tan, radio, spot lights, etc.; £1,235.—Odeon Motors, Ltd.—Bar. 1144. [C3028

1956 (June) Rover 90 saloon, fitted o/drive, heater, etc., 6,100 miles, 4 months' written guarantee; £1,255.

GREEN & ZONIS, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325/6. [C2028

£875.—1954 (June) Rover 90, 2-tone grey, grey leather, excellent condition.—Robbins, East Putney. Tel. 7881 [C3010

1955 model Rover 90 saloon, mileage 23,000, finished duo grey, fitted radio, one owner, guaranteed perfect condition; £1,075.—Drys Garage, Kenton. [5891

1950 Rover 75, radio and heater, wing mirrors, one owner, a specimen car; £565.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1948 Rover 60 de luxe saloon, grey, heater, spotles condition; £385; exchanges, terms.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1954 model Rover 75 saloon, black, one owner only, 15,000 miles, H.M.V. radio, outstanding condition; £850.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0056. [C2039/1

1954 Rover 90, black/red, radio, one owner, moderate mileage, exceptional condition; £930.—Saul & Slatter, Ltd., Aldermans Hill, Palmers Green, N.13. Fox Lane 1086. [C4002

DEC., 1951, Rover 75 saloon, in cream, green leather interior, one owner, fitted heater, a well maintained car, delightful to drive, with elegant appearance; £595.—Hillwood Motors, Mill Hill (London) 4232. [C2108

£935!!!—1954 Rover 90, but in 1956 condition, extras include heater, sunshine roof costing nearly £100 extra, specimen condition, speedometer records 9,000 but the vehicle looks and runs as though it has done less than 5,000.

LAMBS OF WOOD GREEN (established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

ROVER 75 Tickford convertible, October, 1951, maintained regardless of expense, and all bills available, equipment includes radio, rimbellishers, screen washers, all tyres nearly new, colour green, immaculate throughout and guaranteed, cost over £2,000; accept £645; terms and exchanges.—Pinner Motor Co. Tel. Pinner 456. [C3105

HATTON, Birmingham.—Selections from our changing stock of the best used Rover cars in the country: 1951 75, total mileage 17,000 only; also 1954 90, 19,000 miles; also 1956 90, 1,000 miles; exchanges, terms, distance no object.—Hatton Motors, Ltd., Official Rover Dealers, 71, Broad St., Birmingham. Midland 2437. [C2097

XXX 1956 (February) Rover 75 saloon, a quite outstanding example, finished two-tone colour scheme, grey and green, with grey leather, fitted heater, radio, screen washers, Rimbellishers, bucket seats, freewheel, etc., and in sparkling condition, very thoroughly recommended, written guarantee; £1,175. Terms; exchanges.—H. F. Edwards, 154, Great Titchfield St, London, W.1. Langham 0012. [C2003

Rover (60, 75 and 90) Cars Wanted

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY require 1954-55 Rover 75s and 90s; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907 [0242/R

ANYONE with well-kept Rover 75 1950 for private sale at reasonable price contact Brentwood 3292. [5857

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

LAND-ROVER

EVANS (WIMBLEDON), Ltd., offer a selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0163-4. [0195/R

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621, offer:—

1955 Land-Rover, all-purpose vehicle, fitted with van-type body, 4-wheel drive, etc., one owner, very good condition, £435; our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists offer:—

1956 model Land-Rover, 8,000 miles only; £515.

1955 model Land-Rover, 18,000 miles, outstanding condition; £475.

SIX months' guarantee, hire purchase.

COUNTRY enquiries welcome, representatives for all districts.—High Rd., South Woodford, London, E.18. Wanstead 0056. [C2039

1955 Land-Rover, one owner; £495.—Odeon Motors, Ltd., Bar. 1144. [C3028

1950 metal roof, heater, roads only, excellent condition; £210.—Box 4959. [6017

G&M ALFREDS (1936), Ltd.—1956 series Land-Rover, 13,000 miles, one private owner, superb.—6-7, Warren St., W.1. Euston 3268. [C1005

1956 Land-Rover, licensed privately, 5,000 miles, taxed Dec. 31st, used only at spare car and for caravan tour, unmarked; £550 or nearest.—Quick, 67, Westwood Lane, Leeds, 16. Tel. 55546. [5795

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Land-Rover Cars Wanted

ROWLAND SMITH'S, the car buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

HARVEY HUDSON, Ltd., the nation-wide Land-Rover specialists, wish to buy Land-Rovers; country enquiries welcome.—High Rd., South Woodford, London, E.18. Wanstead 0056. [W2039

ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER (Blackfriars 7843).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley C081). [0029/R

BEARTS, at Kingston, Rover Specialists, sales, spares, repairs.—102 London Rd., Kingston. Kingston 3348 [0080/R

Rover Miscellaneous Cars Wanted

ALMOST new Rover required immediately.—Morley, 76, Camoridge Rd., Kingston. Kingston 8805. [W3016/R

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Rover.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

XXX Cash immediately for good Rover.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2008

WANTED, nearly new Rover; distance no object; details and price.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [W2028

Rover Spares and Service

KJ MOTORS, Ltd., parts, reconditioned units, Girling and Radiomobile agents, Bromley. Rav. 3456. [0968/R

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon.

LEATHWOOD'S GARAGES, Ltd., 367, Limpsfield Rd., Sanderstead. Tel. Sanderstead 4478. Main Rover dealers for Sanderstead. [0129/R

GULLIVER ENGINE SERVICE.—Rover 12 and 14hp reconditioned exchange engines.—80, Highgate Rd., N.W.5. Gulliver 4604. [0582/R

EVANS (WIMBLEDON), Ltd., area dealers for Wimbledon and district.—131, Alexandra Rd., Wimbledon. Tel. 0163-4-5. [0147/R

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks, Rover distributors for spare and specialized service.—Tel. Datchet 54. [0047/R

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0556/R

SIMCA

CAR MART, Ltd

£825.—Simca Aronde grand large saloon, heater, registered February 1956.

CAR MART, Ltd., 16, Uxbridge Rd., W.5. Ealing 6600. [C1039

H. C. PAUL, Ltd.

1956 Simca Chatelaine, utility, blue, mileage 500 only; £865.

1956 Simca Elysee saloon, black, new and unregistered; £860.

1955 (Dec., '54) Simca Aronde saloon, grey, radio, one owner, excellent condition; £545.

1955 (Nov., '54) Simca Aronde saloon, dark green, mileage 5,700 only, one owner; £625.—32, Bruton Place, Berkeley Square, Mayfair 0821/2. [C3040

1956 Simca Elysee saloon, 6,000 miles.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [C1010

1955 Aronde, 1956, Elysee, grey, h.c. heads.—Chalmers, Langham Rd., Bowdon, Cheshire. Altrincham 2921. [5773

CHOICE of 5 Elysee saloons, 80 mph, 35 mpg; trade enquiries invited.—Apply Fiat (England), Ltd., Water Rd., Wembley, Middx., or Tel. Perivale 5651. [0395/R

1956 Simca Aronde Elysee 1300 saloon, 2,000 miles, cost £920, as new; £795.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

G&M ALFREDS (1936), Ltd.—1955 (Sept.) Simca Aronde Chatelaine estate car, small mileage, nearly new; advantageous figure.—6-7, Warren St., W.1. Euston 3268. [C1005

Simca Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash paid for Simca.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SINGER

WM

1956 (reg. Oct. 1955) Singer Hunter, black, with red leather; £640.—Welbeck Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

B. J. HUNTER, Ltd., offer:—

1951 (September) Singer SM1500 saloon, very superior condition; unrepeatable at £350.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

TOM GARNER, Ltd., offer:—

1956 Singer Hunter special saloon, blue, 2,000 miles only; £725.

1955 Singer Hunter de luxe saloon, black, unregistered, 500 miles only; £795.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

SINGER

WARWICK WRIGHT, Ltd., offer:—

1956 Singer Hunter special saloon, green, brown upholstery, 200 miles; £795.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Singer 10; £235.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1956 Singer Hunter de luxe, as new, 10,000 miles, heater, one owner; £700.—Hounslow 5476. [C2107

295 gns.—Singer 9 1950 sports roadster, 4-speed gear box, excellent condition; terms; exchanges.—Rowland Smith, below.

145 gns.—Singer Super 10 1947 saloon, sliding head, leather, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1956 Singer 4-seater roadster, L.H.D., red, twin carburettors, glass screens, tonneau covers, 9,000 miles, absolutely new; £545.

1955 model Singer Hunter de luxe saloon, seat covers, low mileage, superb; £650.

NEW Singer Hunter S saloon, black; £818; exchange and hire purchase.

B. & H. MOTORS, 1468, High Rd., Whetstone, N.20. Hillside 6671. [C1020

£425!!!—Singer SM1500 saloon, 1952, beige with fawn leather interior, one fastidious owner, heater, radio, Ace Rimbellishers, moderate mileage.

£695!!!—June, 1955, Singer Hunter de luxe saloon in faultless condition throughout, nominal mileage and virtually as new, heater, original tyres, spares unused.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

£335.—1950 Singer SM1500 saloon, ivory, maroon top, beautiful condition throughout.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C2093

1952 Singer SM1500 saloon, finished in blue cellulose, immaculate throughout; £425.—Jack Posner Automobiles, 395, Hendon Way, N.W.4. Hen. 8011-2. [C3063

Singer Cars Wanted

MODERN Singers purchased or P/E latest model.—Alan Pickett, Harold Rd., Margate. [4332

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

Singer Spares and Service

THE Singer agents for spares, service, repairs.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 8291. [0754/R

LIVERPOOL distributors, specialized sales, service and spares facilities.—Lime Street Garages (Liverpool), Ltd., 5, 7, 9, Redcross St., Liverpool, 1. Tel. Central 7851/2/3. [0280/R

MANCHESTER, South Lancashire, North Cheshire: specialized sales service and spares facilities.—Distributors, Parkers, Ltd., Bradshawgate, Bolton (4080), and 176 Deansgate, Manchester (Deansgate 4057). [0740/R

SPORTS CARS

CHARLES SIMPSON.

THE house of quality.

A SELECTION from our stock of sports cars, fast touring cars and coupes.

1955 TR2, black/red, leather, heater, etc., X tyres, 12,000 miles; £719.

1952 TR2 B.r.g., num. extras, spare unused, 13,000 miles only; £719

1954 Austin-Healey 100, overdrive, heater, blue; £689.

1953 M.G. TD, red, low mileage, sup. cond., heater; £499.

1953 M.G. TD, ivory, 22,000 miles, specimen car; £489.

1949 M.G. TD, red/red, hosts of extras, magnificent car; £419.

1949 M.G. TC, ivory, recon. engine, plastic hood, etc., radio; £399.

1949 M.G. TC, red/red, new hood and tyres; £389.

1949 M.G. TC, red/beige, new hood, heater, etc.; £379.

1948 M.G. TC, white, in very fair condition, bargain; £339.

1947 M.G. TC, black, very low mileage, an opportunity; £349.

1946-7 M.G. TC, choice of 4; from £309.

1950 M.G. 1¼ saloon, green/green, r/htr., one owner; £439.

1938 M.G. VA, tourer, black, engine overhauled; £169.

1949 Triumph Roadster 2000, red, very low mileage; £439.

1948 Triumph Roadster 1800, ivory, low mileage; £399.

1951 Jaguar XK120 roadster, 2 owners, low mileage; £589.

1953 Ford Zephyr, green, one owner, 22,000 miles; £509.

1953 Zephyr, grey leather, r./heater, hosts of extras; £499.

1955 Zodiac, grey/blue, r./heater, etc., 11,000 miles; £679.

1955 Consul, convertible, d./grey, r./heater, very low mileage; £669.

1947 Lea-Francis saloon, maroon, r./heater; £289.

1951 Ford Pilot, r./heater, unmarked throughout; £319.

1954 Zephyr convertible power, r./heater, R. May's conversion; £599.

1948 Sunbeam-Talbot 10 saloon, black, heater, etc., X cond.; £349.

1951 Sunbeam-Talbot 90 saloon, 2-tone, beautiful car; £439.

OVER 300 guaranteed vehicles in stock, also 250 motor cycles, scooters and combinations (vehicles of all types in good condition urgently required).

IMMEDIATE hire purchase terms, no guarantors or references required.

STAPLES Corner, Hendon, N.W.2. Tel. Gladstone 1921 and 1246.

OPEN every day from 9 a.m. to 8 p.m. and on Sundays. [5766

SPORTS CARS

B&G MOTORS offer:—

LAST week of their reduced price October sale.

£175.—Triumph 16hp 2-litre Southern Cross 2-str., spotless green, lovely car.

£155.—Riley 1.100cc (9hp) ex-racing 2-str., B.R.G., new tyres all round, Mazlett pistons, etc.

£150.—M.G. 8 PA sports 4-seater, B.R.G., excellent hood, bills for over £100 available with car.

£118.—Singer 9 Le Mans 2-seater, red, slab tank, 2 spares, foldflat screen, etc., red.

£115.—M.G. 847cc Montlhery special 2-str., red, outside exhausts, new tonneau cover, etc.

£100.—Austin 747cc Ulster T.T. special 2-str., green.

£95.—Triumph 10.8 sports 4-seater, black, new hood.

£50.—Austin 747cc special 2-str., red.

ALL the above are at October sale reduced prices.

MANY, many others, easy terms.—B. & G. Motors, 194-8, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [C1019

PERFORMANCE CARS, Ltd.

THE greatest collection of guaranteed sports cars ever shown under one roof.

WITH a sprinkling of good popular cars so difficult to find nowadays.

OFFICIAL M.G., Morris, Riley, Singer and Wolseley agents; distributors for Renault.

OVER 150 new and guaranteed cars; terms, contract hire, exchanges, guaranteed repurchase.

COMBINING easy reach from Piccadilly with "no speed limit" demonstrations right here.

OUR workshops cater for overhauls, modifications, coachwork renovations, upholstery, hoods, screens.

ALLARD 91P saloon, black, 1950, £295; Allard 61L tourer, red, 1948, £265.

ALLARD 81M d/h coupe, grey, 1948, £265; Allard 71K 2-seater, red, 1948, £265.

ALVIS TA-14 saloon, grey, 1947, £355; Alvis 4.3-litre saloon, black, 1935, £195.

ALVIS Silver Crest saloon, 1937, £145; Alfa-Romeo 1750 coupe, 1952, £215.

ASTON MARTIN Le Mans, specimen, 1933, £345; Aston Martin 11.9 International, 1932, £325.

ASTON MARTIN 2-litre saloon, 1937, £245; Austin Norfolk 7-seater saloon, 1937, £165.

AUSTIN-HEALEY 9,000 miles, extras, 1955, £765; Austin Nippy (£190 bills), 1933, £175.

BENTLEY 4½-litre tourer, specimen, 1927, £345; Bentley Speed 6 saloon, black/ivory, 1929, £295.

BENTLEY 3-litre d/h coupe, green, 1925, £195; Bristol 400 saloon, black, 1949, £675.

CITROEN Big 6 saloon, black, 1949, £275; Citroen Light 15 saloon, 1949, £295.

COOPER M.G. 1500cc 2-seater, red, 1951, £395; C.S.M. 1100cc 2-seater, red, 1954, £395.

DELLOW 1172 2-seater, red, 1952, £395; Delahaye 27hp saloon, black, 1938, £225.

FRAZER NASH Le Mans, 1952, £995; Ford Customs convertible, radio, 1951, £495.

HEALEY Silverstone 2-seater, red, 1950, £455; H.R.G. 1500 2-seater, green, 1949, £445.

JAGUAR XK120C, 1953, Weber carburettor, Weslake head, chassis 49, never crashed, £1,395.

JAGUAR XK120 roadster, black, 1951, £495; Jaguar Mark VII saloon, radio, 1954, £685.

JAGUAR Mark V saloon, black, 1951, £475; Jaguar 3½-litre saloon, black, 1946, £225.

JAGUAR 3½-litre d/h foursome, black, 1939, £145; Jaguar 1½-litre d/h coupe, grey, 1938, £175.

JAGUAR SS100 3½-litre, white, 1938, £295; Jaguar SS100 2½-litre, white, 1937, £245.

JOWETT Jupiter 2-seater, green, 1953, £525; Lagonda V12 d/h foursome, red, 1939, £495.

MORRIS Minor saloon, extras, 1955, £495; Morris Minor tourer, modified, 1951, £375.

MORRIS Minor saloon, blue, 1951, £365; Mercedes-Benz 500K cabriolet, 1936, £295.

M.G. A, white, black hood, new, £961; M.G. ZA Magnette saloon, maroon, new, £1,040.

M.G. TF, tonneau, cream, 1954, £625; M.G. TF, extras, red, 1955, £565.

M.G. Y-type tourer, maroon, 1949, £345; M.G. TD, full tonneau, 1953, £475.

M.G. TD, full tonneau, 1953, £475; M.G. TD, radio, heater, 1951, £415.

M.G. TD, stage 11 tuned, 1950, £415; M.G. TC, specimen, ivory, 1949, £345.

M.G. TC, full tonneau, 1947, £345; M.G. TC, many extras, 1947, £295.

M.G. TA, heater, black, 1937, £245; M.G. TA, tonneau, black, 1937, £225.

M.G. PB 4-seater, red, 1935, £185; M.G. PB 2-seater, green, 1936, £245.

M.G. PB 4-seater, red, 1935, £165; M.G. PA, 1935, £135; PA Airline, 1934, £155; Magna tourer, 1934, £95.

M.G. M-type, 2 from £55; M.G. VA tourer, cream, 1940, £235.

M.G. VA d/h coupe, black, 1939, £255; M.G. VA d/h coupe, black, 1938, £235.

RENAULT Dauphine saloon, maroon, new, £769; Riley Pathfinder saloon, overdrive, new, £1,475.

RILEY Lynx tourer black, 1936, £215; Riley Victor saloon, black, 1938, £245.

ROLLS-ROYCE PH. 11 limousine, 1932, £225; Rolls-Royce 20/25 limousine, 1933, £325.

ROLLS-ROYCE 20/25 limousine, 1933, £145; Rolls-Royce 20 saloon, 1929, £125.

SINGER 9 roadster, black, 1939, £195; Singer 9 sports saloon, 1937, £95.

SUNBEAM Alpine coupe, s/c, 1954, £795; Sunbeam Alpine coupe, red, 1954, £765.

TRIUMPH TR2, ex-works car, 1955, £755; Triumph TR2, every extra, 1955, £755.

TRIUMPH TR2, extras, green, 1955, £745; Triumph TR2, one owner, red, 1955, £725.

TRIUMPH TR2, one owner, red, 1955, £695; Triumph TR2, low mileage, 1955, £685.

VAUXHALL Cresta saloon, black, 1955, £645; Volkswagen saloon, extras, blue, 1951, £355.

OUR worry is to maintain our selection; please offer us your car.

PERFORMANCE CARS, Ltd., Great West Rd., Brentford, Middx. Ealing 8841 (4 lines). [C3041

CRESSCARS, Ltd., offer a selection of good sports cars; all types of M.G.s, Triumphs, etc.—156, High Rd., E. Finchley, London, N.2. Tudor 9272. [5923

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

SPORTS CARS

ROWLAND SMITH'S for sports cars.

595 gns.—Nash-Healey 1951 3.8-litre aerodynamic hard top coupe, overdrive, radio, heater, wire wheels, nearly new Michelin X tyres.

525 gns.—Jaguar 1952 XK120 super sports 2-seater, heater, screen washers.

345 gns.—Morgan 4/4 late 1950 sports 4-seater, all-over tonneau.

325 gns.—Lea-Francis 1949 series 14hp sports 2-seater, new hood, tonneau.

295 gns.—Bentley 1935 3½-litre sports saloon.

295 gns.—Singer 9 1950 4A 2/4-seater, 4-speed gear box.

245 gns.—Jaguar 100 1938 2½-litre super sports 2-seater, P100 head lamps.

195 gns.—A.C. 1937 16/60 hp sports 4-seater.

175 gns.—Aston Martin 1930 1½-litre short chassis sports 2-seater, dry sump.

165 gns.—M.G. Midget 1938 10hp TA 2-seater.

165 gns.—M.G. 1939 2.6-litre sports tourer, P.V.C. hood, radio.

95 gns.—Singer 9 late 1933 sports 4-seater; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

THE CHEQUERED FLAG (Sports Car Specialists), Ltd., 669, Fulham Rd., S.W.6. Renown 6105.

SINGER 9hp 4-seater tourer, green, 1934, £95; Bond Minicar Runabout, blue, 1950, £95.

ASTON MARTIN 1½-litre International sports tourer, British racing green, really sound, 1931; £155.

M.G. PA 8hp 2-seater, overhauled, green, 1935, £185; M.G. PB 9hp 4-seater, maroon, 1936, £145.

M.G. K1 1,087cc coachbuilt 4-seater tourer, black, handsome car; £185.

M.G. J2 8hp 2-seater, red, fantastic car, £215 just spent reconditioning; £225.

M.G. TA 10hp 2-seater, black, 1937, £225; M.G. J2 8hp 2-seater, cream, 1933, £165.

M.G. K3 super sports 2-seater, red, blown or unblown, 15in brakes, new tyres and hood; £225.

BUCKLER Mk. V 1,172cc 2-seater, blue, 1952, £235; Alvis Speed 20 V.D.P. tourer, grey, £145.

H.R.G. 1500 2-seater, black/white, 1947, £325; H.R.G. 1100 2-seater, green, excellent, 1948, £385.

M.G. TC, choice 2 fine 1948 2-seaters, red (with 16in rears) or immaculate B.r.g.; both £345.

ROVER rare 12hp sports tourer, immaculate in black/red leather, 1947; £385.

M.G. TD 2-seater, sparkling, ivory/red leather, many extras, reg. 1953; £445.

JUPITER roadster, ivory/red leather, recon, S111 unit, not yet run in, May, 1953; £445.

LOTUS Mark VI tuned 100E Ford, fully road equipped, 3,000 miles, 1956; £545.

M.G. TF 1500, attractive in heather grey/green leather, 1955; £595.

ZEPHYR convertible, full R. Mays' conversion, overdrive, radio, heater, etc., blue, 1954; £665.

TR2 unblemished, in black, overdrive, radio, heater, etc., low mileage, 1955; £745.

AUSTIN-HEALEY, unmarked, in red, genuine 11,000 careful miles, heater, overdrive, Nov., 1955, £745.

RILEY Pathfinder sports saloon, in maroon/red leather, one owner, low mileage, cost £1,400, April, 1955, just decarbonised; £895.

NASH-HEALEY superb silent 3-seater convertible, beautiful mist grey with maroon hide, overdrive, freewheel, radio, heater, etc., etc., May, 1956, 2,000 miles, offers are invited for this certain concours winner.

GRAHAM & WARNER will be pleased to give particulars of any of the above; deferred terms, insurance and part exchanges a pleasure; highest cash prices for sports and competition cars.

THE CHEQUERED FLAG (Sports Car Specialists), Ltd., 669, Fulham Rd., S.W.6. Renown 6105. [C1124

£295.—A.C. 1950, clean sports, fast, leather seats.—Pla. 7638. [5811

FRAZER NASH-B.M.W. 1938 1½-litre Cabriolet, good mechanical condition, good performance; £75, any reasonable offer.—Woodliff, Main St., Harborough Magna, Rugby. [6013

1939 Jaguar 2½-litre saloon, g.r.o., offers around £100; 1938 Alvis 4.3-litre sports saloon, g.r.o., offers around £100; 1934 M.G. PA sports 2-seater, excellent, offers around £110; 1936 Rover 14hp saloon, offers; all these cars are offered at gift prices to clear.—Salisbury Motor Co., Fisherton St., Salisbury 6025. [5953

Sports Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SLOCOMBES, Ltd.

WE are interested in the purchase of all types of sports cars and drop head coupes in first-class condition only.—38/52, Dudden Hill Lane, N.W.10. Willesden 4869. [W4017

MERCURY MOTORS wish to purchase good used M.G.s and Morgans of most types.

MERCURY MOTORS, Universe House, 825-6, Harrow Rd., Wembley, Middlesex. Wembley 6058-9. [W5014

XXX Cash immediately for good sports cars.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

SPORTS cars of all makes urgently required; we will not offer to sell it for you but will pay best prices on the spot.—Cresscars, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [5922

Sports Cars Spares and Service

TUNING, repairs, unobtainable spares made.—Automenders, Ltd., Ferry Rd., Barnes, S.W.13 Riverside 8291. [0753/R

STANDARD 8

ELM AUTOSALES offer:—

1954 Standard 8, heater, grey, blue interior, low mileage, spotless condition; £399.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. [C2067

STANDARD 8

HENLYS offer with 4 months' guarantee.

1955 Standard 8 saloon, one owner, black with red interior; £445.

HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [6056

1956 Standard 8 de luxe saloon, grey/red leather, heater, works mileage, taxed; £565.

1955 Standard 8 de luxe saloon, green/red interior, heater, one owner, other extras, 14,000 miles, very clean; £465.

1953 (Oct.) Standard 8 saloon, grey, new tyres, a very clean and economical car for £380; above all 3 months' guarantee.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1954 Standard 8 saloon, magnificent, guaranteed; £365.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [C4078

1955 (September) Standard 8 Super, black/brown, 20,600, heater; £450.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

AZ MOTORS offer beautiful 1954/5 8 saloon, 17,000 miles only, undoubted opportunity; £375!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

ALEXANDER Laystall Hi-Power conversions for Standard 8, amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1955 Standard 8hp saloon, grey, red interior, heater and other extras, 19,000 miles, one owner; £435.—Robbins, East Putney. Tel. 7881. [C3010

1947 Standard 8, immaculate throughout; £235.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

1954 Standard 8 saloon, a really good example; £375.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11. Speedwell 4411. [C2019

1954 Standard 8 saloon, heater, low mileage; £385; terms aid exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

1955 Standard 8 saloon de luxe, black, red interior, 15,000 miles; £465.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 4407. [C2057

PRIDE & CLARKE.—1956 Standard 8 saloon, heater, covers, £449; 1955, low mileage, heater, from £399; 1954, heater, from £379.—Stockwell Rd., S.W.9. Brixton 6251. [C3068

SEE SPECIAL FEATURES IN THIS ISSUE
On Pages 130 – 142 ★ and Pages 149 – 150

1956 Standard Super 8 saloon, blue, 10,000 miles; £525.—Eustace Watkins, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), 399, London Rd., Croydon (Thornton Heath 4283). [C4046

435 gns.—Standard 8 late 1955 de luxe saloon, heater, screen washers, Ace Rimbellishers, one owner, small mileage, spare unused; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1948 Standard 8 drop head foursome coupe, low mileage, original throughout and a little specimen, very economical; £235; terms and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (nearest tube, Camden Town Station). Euston 2700 and 8894. [C3059

Standard 8 Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard 8.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

STANDARD 10

CAR MART, Ltd.

£495.—Standard 10hp saloon, heater, registered July, 1955.

CAR MART, Ltd., 163, Bromley Rd., S.E.6. Hither Green 6111. [C1039

L. F. DOVE offer:—

1955 (October) Standard 10 Good Companion estate car, 8,000 miles; £595.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

AUTOSALES (LONDON), Ltd.

1954 Standard 10 de luxe saloon, one owner, 11,000 miles; £445.—Belsize Rd., N.W.6. Maida Vale 5555/2155. [5592

H. BEART & Co., Ltd., offer:—

1956 model Standard Super 10 saloon, fitted heater, genuine 10,000 miles and as new throughout; £535.—102, London Rd. and High St., Kingston-on-Thames. Kingston 3348 [C1081

WARWICK WRIGHT, Ltd., offer:—

1955 Standard Super 10 saloon, blue, red upholstery, radio and heater, 9,000 miles; £550; another in black, similar mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

HENLYS offer with 4 months' guarantee and 7 days' trial:—

1955 Standard 10 saloon, heater, wing mirrors, loose covers, black with red interior; £525.

HENLYS, Ltd., Henlys Corner, North Circular Rd., N.W.11. Finchley 0081. [6028

1956 (June) Standard 10 Family, black/red, as new, 7,100 miles; £525.

1956 (May) Standard 10 Family, beige/red, as new, 4,730 miles; £535.—Salmons Garages, Ltd. Temple Bar 3338. [C4029

1955 Standard 10 de luxe, heater; £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1955 Standard 10 saloon, grey, genuine mileage 9,000, as new throughout; £495.—Hale Motors Ltd. Tot. 7771 (4 lines). [C2077

STANDARD 10

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1937 Standard 10, 4-door; £115.—355, High Rd., Wembley, Middx Tel. Wembley 4422. [C4015

1955 Standard 10, perfect throughout; £475.—G. P. Morley, 76, Cambridge Rd., Kingston-on-Thames. Kingston 8885. [C3016

G&M ALFREDS (1936), Ltd.—1955 Standard 10, heater, low mileage, superb.—6-7, Warren St., W.1. Euston 3268. [C1005

ALEXANDER Laystall Hi-Power conversions for Standard 10, amazingly improved performance and economy; send for data sheets and road tests.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. Haddenham (Bucks) 345. [C1094

1956 (March) Super 10 saloon, black, red interior, seat covers, one owner; £545.—Robbins, East Putney. Tel. 7881. [C3010

1956 (May) Standard Super 10, grey, radio, immaculate condition; £595.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0056. [C2039

1955 Standard 10 DL 4-door saloon, rear opening boot, heater, 11,000 miles, guaranteed; £475; exchange and terms.—Palmers, 3, Russell Garden Mews, Kensington, W.14. Park 9704 and 5968. [C3034

1956 (Oct.) Standard Super 10, grey, under 2,000 miles, fitted twin carb., conv. A.R., bar., taxed and number plates; saving £62 on new price; £660.—Curfew Garage. Tel. 23 Moreton-in-Marsh. [5949

475 gns.—Standard 10 late 1955 saloon, leather, heater, one owner, small mileage, spare unused; choice of 2; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Standard 10 Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Standard 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Standard 10 required immediately.—G. Morley 76, Cambridge Rd. Kingston. Kingston 8885. [W3016/R

STANDARD 12

ELM AUTOSALES, offer:—

1947 Standard 12 DHC, black, red leather, engine overhauled, new tyres; £265.—28-30, Abbotsbury Rd., Morden, Mitcham 7122. [C2067

1947 Standard 12 saloon, one owner, reconditioned engine, outstanding condition; £255.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

AZ MOTORS offer spotless 1947 12 saloon, engine reconditioned brakes relined; real bargain; £265!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

125 gns.—Standard 12, 1939 de luxe saloon, sliding head, leather, l.f.s., very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

STANDARD 14

METROPOLITAN MOTORS.

HILLMAN, Humber, Sunbeam, Commer.

1948 Standard 14, black, taxed; £205.—Metropolitan Motors, Horn Lane, Acton, W.3. Acorn 5064. [C3060

ALLAN TAYLOR (MOTORS), Ltd., offer:—

1948 Standard 14hp saloon; £220.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). [5898

STANDARD VANGUARD

DICKS.

1951 (October) Vanguard saloon, carefully used; £350.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6304. [C1072

A1 at Brown's.

1951 Standard Vanguard saloon, grey, interior to match, heater, radio, taxed year, completely sound throughout; £395 secures.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3 Ham. 2284. [C1025

G. S. HALL offer—

£775!!!—Vanguard Phase II saloon, duo-tone, blue/beige, only 4,000 miles, completely unmarked, trade inquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

BROADWAY MOTORS, HOUNSLOW, offer—

£799!!!—1956 Phase III Vanguard, duo-tone, blue/beige red interior, only 3,000 miles, absolutely as new, trade inquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1115

VANGUARD estate car 1952, a bargain at £425; seen centre Oxford.—Tel. 2339. [5801

CAMDEN MOTORS.—Standard Vanguard—see special display advert page 93, this issue. [C1035

1955 Standard Vanguard Utility, blue, fitted heater, excellent order, one owner; £475.

DOUGLAS CAR SALES, Eleanor Cross Rd., Waltham Cross. Tel. Waltham Cross 4124/4823. [C1075

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1951 Standard Vanguard, fitted heater, l.h.d.; £275.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015/1

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 Standard Vanguard utility van, radio; £325.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1956 Phase III Vanguard saloon, duo colours, red interior, works mileage; £675.

R. S. CURRIE & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. [C1095

1952 Standard Vanguard, in very good condition throughout; £389.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD VANGUARD

£555 !!!—1955 Standard Vanguard de luxe saloon, small mileage, one owner, choice 2.—LAMBS OF WOOD GREEN (Established 1897): 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1952 Vanguard, radio, heater, comet blue, taxed, insured, bargain; £340.—Box 4909. [5851

1952 Vanguard saloon, heater, radio, overdrive, leather, 28,000 miles; £395.—Oxford 3250. [5849

1956 model Vanguard Phase III, radio, heater, overdrive, immaculate, cost new £1,060, bargain £825.—SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 6676. [C4016/1

1953 (September) Vanguard Phase II saloon, stone grey and blue, red interior, heater, one owner; £495.—Robbins, East Putney. Tel. 7881. [C3010

1953 late Vanguard II saloon, black, radio, heater, excellent condition; £460 o.n.o.—Wightwick, 129, Watling St., Gillingham, Kent. [5984

1952 Vanguard saloon, overdrive, excellent condition; £375.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [C1015

1956 Standard Vanguard Phase III saloon, beige and Winchester blue with red leather upholstery, 5,500 miles only; £775.—JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

1955 Standard Vanguard Phase II diesel saloon, grey and blue with red upholstery, heater, 26,000 miles, excellent condition; £650.—JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. 23123. [C2090/1

595 gns.—Standard Vanguard 1955 Phase II saloon, overdrive, heater, wing mirrors, one owner, exceptional; terms; exchanges.—Rowland Smith, below.

325 gns.—Standard Vanguard 1951 saloon, leather, heater, loose covers, excellent condition; choice of 3 Vanguards; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£475—Vanguard estate car, 1953, tip-top example, heater, overriders, washers, etc., choice 2; many others; we welcome A.A. or R.A.C. exams.; hire purchase, exchanges; existing h.p. accounts.—BENMOTORS, 1, Clarendon Rd., W.11. (50yds. Holland Park Tube.) Park 5066-7 and Park 2971. [C1017

£479—1953 Vanguard estate car, one owner, really excellent condition, any trial; choice of 2.—G.P. (Balham), Ltd., 2c Balham Hill, Balham, S.W.12 (100 yards Clapham South Tube). Batt. 1107. [C2024

Standard Vanguard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard Vanguard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

ALMOST new Vanguard required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

WANTED, Vanguard estate car, phase II or III, in specimen condition.—Details and lowest cash price to J. Brooksbank, Ltd., Skipton. [5786

Standard Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Standard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181/R

XXX Cash immediately for good Standard.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

Standard Spares and Service

LARGE stockists for Standard spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 34151 (5 lines). [0301/R

BAKER'S MOTORS (LONDON), Ltd. (Tel. Balham 6666), for Standard spares; sales and service.—229, Balham High Rd., S.W.17. [0522

MARGATE, Kent.—Service and spares for all models.—Post enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [0050/R

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 322). [0359/R

STANDARD spares, all models from 1935 (replacement units from 1938); complete overhauls, body repairs, recellulosing.—Puttocks, Ltd. (S.W. Surrey distributors), Alexandra Terrace, Guildford 5391. [0253/R

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders despatched immediately.—39-43, Eden St., Kingston. Kin. 3151-6. [0386/R

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards; guaranteed 3 months; Girling and Bendix stockists.—314, Regent Park Rd., Church End, Finchley. Finchley 5908-9. [0002/R

STUDEBAKER

1952 Studebaker Champion, perfect throughout; £595.—SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

JACK ROSE, Ltd., offer 1955 model Studebaker Commander (Farina) V.8 foursome coupe in green and beige, automatic drive, power steering, radio and heater, almost unmarked; accept £1,595.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. [C3056

Studebaker Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., The American Studebaker buyers; outright purchase or part exchange.—345, High Rd., Wembley. Wembley 8691, 3903. [W4015

Studebaker Spares and Service

AUTOMATIC transmission repairs and service, exchange engines and overdrive gear boxes on all Champion models (post-war vehicles only).—Alliance Auto Co., 50, Parsons Mead, Croydon. Cro 1866. [0763/R

SUNBEAM

1955 Sunbeam 90 saloon, radio, heater, overdrive, low mileage, as new; £795.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

SUNBEAM

ROOTES

HAVE available a range of Sunbeam cars of very low mileage.

DEVONSHIRE House, Piccadilly, W.1. Grosvenor 3401. [0111/R

JACK ROSE, Ltd., offer:—

1955 Model Sunbeam Mark III convertible in blue, heater and extras, immaculate throughout, any examination; accept £825.—Stafford Rd., Wallington, Surrey. Wallington 6677, and High St., Banstead, Burgh Heath 2376. [C3056

TOM GARNER, Ltd., offer:—

1955 Sunbeam Mk. III convertible, alpine mist, heater, radio, many extras, nominal mileage; £895.

1956 series Sunbeam Mk. III saloon, grey/blue, heater, overdrive, 9,000 miles only; £1,075.

1954 Sunbeam-Talbot 90 Mk. IIA saloon, ivory, heater, nominal mileage; £650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

H. BEART & Co., Ltd., offer:—

1955 Sunbeam Mark III convertible coupe, fitted radio, loose seat covers, and many other extras, this is a most beautiful low mileage car which we can thoroughly recommend; £925.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3349. [C1081

CHARLES POLLETT, Ltd., offer:—

1955 Sunbeam 90 convertible, blue, 17,000 miles, heater, very attractive car; 3 months' guarantee; £895.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE: Works and stores, Barnsdale Yard, off Elgin Avenue, W.9. Cunningham 5936. [C2010

WARWICK WRIGHT, Ltd., offer:—

1956 Sunbeam Rapier saloon, grey and blue, blue, grey upholstery, heater, 9,000 miles; £935.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

GREENHILL MOTOR Co., Ltd., offer:—

1955 (September) Mark III sports saloon, one owner, grey/grey, heater, radio, Ace Rimbellishers, wing mirrors 6,000 miles, specimen car; £910.

1955 (March) Mark III sports saloon, claret, fitted seat covers, heater, low mileage, carefully used, one owner car; £895.—GREENHILL MOTOR Co., Ltd., Marsh Rd., Pinner, Middx. Tel. Pinner 9888 (4 lines). [5596

1955 Mk. III Sunbeam saloon, sliding roof, overdrive, heater, 12,000 miles, one owner, as new; £875.—SPEED MODELS (Brian Finglass), 54, Warren St., Euston Rd., W.1. Euston 2156, after 6 Livingstone 7777. [C2104

7800 miles!!—1955 (Feb.) Sunbeam convertible, gunmetal grey, red leather, an absolutely immaculate one-owner car, taxed year; £925.

£965—1955 (Feb.) Sunbeam Mark III convertible with overdrive, grey, red leather, fitted heater rev counter, twin Marchal spot lights, badge bar, excellent tyres, genuine low mileage, one-owner car in immaculate condition, taxed year.—R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011

1955 90 Mark III, 8,000 miles, overdrive, heater, loose covers, one owner, as new; £995.—Tolworth Motors, Ltd., Kingston By-Pass Tolworth. Elmbridge 2254. [C4081

1956 Sunbeam Mark III sports saloon, overdrive, one owner, 11,000 miles, radio, etc., as new; £935.—Clayton's Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel. Hyde Park 9184. [C1050

1955 Sunbeam 2¼-litre Mk. III convertible coupe, metallic blue/grey hide, new set of Regency covers fitted, overdrive, etc.; £875.—Central Newbury Car Auctions, Ltd., Newbury. Tel. 2003. [3087

£945—1955 Mk. III Sunbeam saloon, mist with red leather, only 11,000 miles, radio and heater, one careful owner; terms and exchanges.—Motomiles, Bear Cross, Bournemouth. Northbourne 567. [5815

1956 Sunbeam Rapier saloon, dawn/mist/Corinth blue, with blue/grey interior, 6 weeks old, 254 miles, taxed to December 31st, 1956, overdrive on 3rd and top gears, complete set of instruments; £955; a reduction of over £100 on to-day's list price; unrepeatable; three months' guarantee; part exchange considered; confidential payments arranged with pleasure.—McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Works: 111, Stafford Rd., Wallington, Surrey. Tel., Sales, Wallington 3404; Works, Wallington 6655/6. Established 1906. [C3020

1956 (May) Sunbeam Rapier, finished in pippin red and pale grey with pearl grey upholstery, the whole car virtually as new, spare unused; this car is fitted with a host of extras including radio, twin Lucas passlights, exterior sun visor, badgebar, windscreen washers, overriders front and rear, etc., and represents excellent value for money at approximately £175 less than its initial cost at £935.—CAMDEN MOTORS, Leighton Buzzard 2041; write for catalogue; showrooms open until 8 p.m. [C1035

Sunbeam Cars Wanted

ALMOST new Sunbeam required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

SUNBEAM ALPINE

WARWICK WRIGHT, Ltd., offer:—

1954 (November) Sunbeam Alpine overdrive roadster, metallic blue, radio, 8,000 miles; £950.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761; Lords Court, St. John's Wood Rd., London, N.W.8. Cunningham 4491. [C4045

1954 model (December, 1953), blue, heater, rev counter, rimbellishers, hard top, twin spot lamps and mirrors; £725.—L. F. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 5646. [C4043

SUNBEAM ALPINE

1954 Sunbeam Alpine, Coronation red/beige leather, heater, Ace Rimbellishers, all new tyres, one owner, taxed year, immaculate; £685.—ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107

1955 Sunbeam Alpine London Motor Show model, cream/red leather, every extra, very little used by one careful owner; what offers?—Ivor Beal, Ltd., 33, Scarsdale Villas, Kensington, W.8. Western 2789. [C1114

1953 Sunbeam Alpine 2-seater, alpine mist, red upholstery, heater, radio, etc., unblemished condition, magnificent performance, enthusiast maintained; £685; exchanges; terms.—Imperial Motors, Exmouth 3045. [6046

£750—Sunbeam Alpine, mist blue and red leather, black hood, first registered by its one and only fastidious owner August, 1954, every extra fitted including radio, heater, screenwashers, Ace rimbellishers, overriders, wing mirrors, fog lamp, tonneau cover, etc., a really excellent example, taxed year.—R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [C3011/1

SUNBEAM-TALBOT

RAYMOND WAY OF KILBURN.

1947 Sunbeam-Talbot 10 tourer in pillarbox red, a very neat 4-seater sports car, chrome and paint work in outstanding condition, extras include windtone horns, wing mirror, taxed year; 289gns.—OPEN 9 a.m. to 8 p.m. 6 days a week.—Maida Vale 6044. [C4047

HENLYS offer with 4 months' guarantee:—

1951 Sunbeam-Talbot 90 saloon, blue with beige interior; £545.—HENLYS, Ltd., Parkway, Regents Park, N.W.1. Gulliver 5721. [6033

RICHARDS & CARR, Ltd., are always best value.

1952 Mark II 90 saloon, two owners, heater, etc., history known, excellent; £495.

1949 80 saloon, radio, heater, extensively overhauled recently, superb; £420.—35, Kinnerton St., S.W.1. Belgravia 3711. [C3045

CAMDEN MOTORS.—Sunbeam-Talbot—see special display advert. page 95, this issue. [C1055

£525 !!!—1952 Sunbeam-Talbot 90 convertible, beautiful condition throughout, choice 3.

£495 !!!—1952 Sunbeam-Talbot 90 saloon de luxe, spotless grey cellulose, outstanding.

£595 !!!—1953 Sunbeam-Talbot 90 saloon or convertible available, both outstanding condition throughout.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423 High Rd., Finchley. Finchley 6222. [C2052

1952 Sunbeam-Talbot drop head coupe, new hood, recent general overhaul; £465.—Kingston 1532. [C4071

1948 Sunbeam-Talbot 14 saloon, guaranteed; £280; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

MAYFAIR GARAGES, Ltd.—1948 2-litre saloon, black, excellent condition throughout; £245.—Balderton St., W.1. Mayfair 3104/5. [C3009

£375—1949 Sunbeam-Talbot 90 sports saloon, black, heater, excellent condition.—Haverstock Garage, 50, Haverstock Hill, N.W.3. Gulliver 2422. [C2093

1950 Sunbeam-Talbot 90 d.h.c., radio and heater, wing mirrors, immaculate; £425.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1951 (August) Sunbeam-Talbot drop head coupe, heater, excellent condition throughout; £475.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

CONVERTIBLE, 1953, late Mark IIA, grey/red, heater, one owner, first-class condition; £625.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [C1046

1954 Sunbeam-Talbot 90 Mk. IIA saloon, dark metallic green, light green leather, heater, spotlight, Ace Rimbellishers, one owner, taxed year, low mileage, whole car as new; £695.

1953 Sunbeam-Talbot 90 Mark IIA saloon, black/red leather, heater, Ace Rimbellishers, low mileage, taxed year, whole car as new and guaranteed; £625.—ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends, Littlewick Green 3076. [C3085

Sunbeam-Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/R

RICHARDS & CARR, Ltd., buy Sunbeam-Talbots.—35 Kinnerton St., S.W.1. Belgravia 3711. [W3045

ALMOST new Sunbeam-Talbot required immediately.—76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

XXX Cash immediately for good Sunbeam-Talbot.—H. F. Edwards, 154, Great Titchfield St., London, W.1. Langham 0012. [W2003

URGENTLY required, 1950-56 Sunbeam-Talbot saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [W2109

Talbot Spares and Service

JOHN BLAND for spares and repairs to pre-war Talbots, 27, Southfields Rd., S.W.18. Vandyke 1612. [0896/R

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulance.—Clare's Motor Works, 206, Knight's Hill, London, S.E.27. Gipsy Hill 0152. [0863/R

TRIUMPH

WM WELBECK MOTOR offer a most interesting selection of Triumphs.

1956 (reg. Nov., '55) Triumph TR3 hard top, ivory and black, mileage 9,000; £860.

1955 (reg. Nov., '54) Triumph Renown, black and silver, overdrive, mileage 20,000 approximately, one of the last Renowns made and certainly one of the best in the country; £625.

1952 Triumph Renown saloon, overdrive, black, radio, mileage 20,000, a superb car; £535.—WELBECK MOTORS, Ltd., 107, Crawford St., London W.1 (near Baker St. Station). Welbeck 1139. [4019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

A1 at Brown's.

1952 Triumph Renown, grey, interior to match, heater, radio, taxed year, in really superb condition throughout; £425 secures.—W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

SLOCOMBES, Ltd

1949 Triumph Roadster 2000, immaculate, black, a really outstanding specimen; £425.

GUARANTEE part exchanges, h.p. terms.—Dudden Hill Lane, N.W.10. Willesden 4869. [C4017

COACHCRAFT offer:—

£345.—1951 Triumph Renown saloon, low mileage, privately owned, regularly serviced, superior example, no repairs or renewals of any sort required, full history and servicing records available; terms to suit and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 2773. [C1053

B. J. HUNTER, Ltd., offer:—

TR2 1955 Triumph sports, 2-seater, fitted wire wheels, overdrive, etc.; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. BEART & Co., Ltd., offer:—

1949 Triumph 2000 Roadster, superbly maintained and well above average condition; £425.—102, London Rd.; and High St., Kingston-on-Thames. Kingston 3348. [C1081

1954 Triumph TR2, 21,000 miles, as new; £595.

SCOTT CARS, 341-347, Finchley Rd., Hampstead, London, N.W.3. Hampstead 8676/7779. [C4016

1949 Triumph 2000 saloon, metallic grey with grey interior; £285.

PASS & JOYCE 184, Great Portland St., W.1. Museum 1001. [C3039

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1947 Triumph sports; £325.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1955 (May) TR2, white with blue upholstery, 11,000 miles, immaculate; £695.

L. P. WARD, Ltd., Grange Rd. Garage, Grange Rd., Thornton Heath. Tel. 5646. [C4043

TR2 specialists.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841.

TR2s; choice of 8 cars from £595-£745; all years, colours.

TR2s.—See under "Sports Cars" for our list of 150 Performance cars. [C3041

£399!!—1949 Triumph 2000 sports Roadster, black cellulose, red interior, fitted heater, spot-lamp, etc., bargain price.

LAMBS OF WOOD GREEN (established 1897). 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd. Finchley. Finchley 6222. [C2052

RENOWN saloon, 1951, radio, heater, very good condition; £355; terms, exchange.—Tyrrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 6159. [C5483

TR2 1954, ivory, never raced, one owner; £550.—124, Knowle Rd., Mirfield. Ring Mirfield 2106. [6009

1955 TR2 addition to family forces sale, Pernil white, red leather; £695.—Milton Abbas 308. Walton-on-Thames 3350. [5982

1952 Triumph Renown touring limousine, immaculate £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1955 Triumph TR2, 27,000 miles, one owner, black with red interior, 4 new tyres, a thrill to drive; £650.—Luxicars (Cowley), Ltd., 217, Cowley Rd., Oxford. Tel. 3142 (Ext. 4). [5807

ARCHIE SIMONS & Co., Ltd.—1953 Triumph Renown, colour black, fawn leather upholstery, fitted heater, nominal mileage, one owner only, immaculate; £485.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1949 Triumph Roadster, reconditioned engine, new hood and tonneau cover, brakes relined, faultless little car; £375.—Mornington Motors, Euston 6656. [5946

1955 Triumph TR2, hard top, overdrive, extra half seats, radio, heater, 10,000 miles, pearl white, one owner, as new throughout, most exceptional; £765; terms, exchanges.—Salisbury Motor Co., Fisherton St., Salisbury 6025. [5951

£355.—1948 1800 Roadster, black/blue, twin Windtones, etc., in exceptional all-round condition; terms, exchanges.—Chiltern Cars, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. Leighton Buzzard 2060. [C1045

1955 TR2, 12,000 miles, overdrive, heater, screen washers, Ace Rimbellishers, B.r.g., Michelin X, immaculate, reasonable for quick sale.—"Rosenullion," Tregolls Rd., Truro. Truro 2578 (after 6 p.m.). [5995

£460.—1954 (August) Triumph Renown saloon, fitted heater, tyres, carpets and lining, whole car spotless colour black; terms.—Simm, 11, Bennett Rd., Higher Crumpsall, Manchester 8. Tel. 1924 Cheetham Hill [6057

ROSE & YOUNG, Ltd., offer 1956 Triumph TR3 sports, one week old, works mileage, fitted wire wheels, leather upholstery, heater, etc., cost new £1,120, now offered at £945.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [C3057

TRIUMPH 2000 Roadster, 1949, a most beautiful car, virtually unblemished in red with red leather, faultless mechanical condition giving superb road performance; an outstanding specimen of this deservedly successful and sought-after model, probably the nicest available anywhere; £419.—Crescars, Ltd., 156, High Rd., E. Finchley, London, N.2. Tudor 9272. [5926

AT £350 (o.n.o.), a Sept. 1946 1800 Roadster is not cheap, this one has been maintained in outstanding condition, complete engine reconditioning (£70) last Dec., 4 new shock absorbers last Aug., recellulosed (black), new P.V.C. hood, road springs and exhaust system, etc., 1953, heater, Fawn upholstery, reluctant sale by owner with growing family.—Tel. Leeds 686411. [5971

MARSHALL blown, 1948 Roadster, black, extras include radio, heater, spot, fog, demisters, Ace rimbellishers, Andrex dampers, Chromard liners, Tranco valves, high axle, Fram filter, oil coil, S.U., recarpeted throughout, covers, restyled dash with TR2 instruments, Servais silencer, new battery, chrome, coachwork, hood, engine and works indistinguishable from 1956 condition; 450gns o.n.o.—292, Stradbroke Grove, Ilford, Essex. Wanstead 2341. Private. [5785

TRIUMPH

TR2 May, '54, white/black, just recellulosed, new hood and sliding sidescreens, Dunlopillo seats, overdrive, Michelin X, Lucas Flamethrowers, twin spots, heater, screen washers, etc., engine, clutch, carburettor recently overhauled by main agents, bills available, privately owned by company director, faultless specimen car, terms can be arranged; £665 o.n.o.—D. A. Muliard, British Railways Goods Depot, Station Rd., Edgware, Middlesex. Edg. 5574. [5500

TRX.—The Aerodynamic Triumph Roadster, a sensation at the Paris salon and Earls Court; this actual show car has been maintained regardless of expense (similar in appearance to the new 190SL Mercedes), this 3-seater sports coupe has power-operated hood, window seat, radio aerial and head lamp visors; the twin carburettor tuned engine coupled with overdrive on second and top gives a very satisfying performance with economy; the road-holding is excellent, the car is fitted hydraulic jacking system, and concealed spare wheel; enormous luggage space; altogether a combination of comfort, performance and elegance, unsurpassed in this type of vehicle.—Birmingham Central 6220; after 7 p.m. Solihull 3813. [6056

Triumph Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Triumph.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R

WANTED, TR2, 1954-55.—Coker, 31, Sydney Rd., Leigh, Essex. [6065

MARSTON MOTORS Co., Ltd., for your Triumph.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0182/R

ALMOST new Triumph required immediately.—Morley 76, Cambridge Rd., Kingston. Kingston 8885 [W3016/R

XXX Cash immediately for good Triumph.—H. P. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611 [W2001

Triumph Spares and Service

TRIUMPH distributors for spares, service and repairs.

TEL. Lankester Engineering Co., Ltd., 39-43, Eden St., Kingston-on-Thames. Kingston 3151-6. [0918/R

BASIL ROY, Ltd., Triumph spares stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7733. [0143/R

TRIUMPH specialists, full stocks of spares for pre-war models and first-class service facilities.—Newnhams, Hammersmith Broadway, W.6. Riv. 4646.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464) and Prince's Drive, Colwyn Bay (Tel. 3322). [0355/R

UTILITY CARS

CAMDEN MOTORS, Ltd.

AUSTIN A70 estate car, 1954, genuine Countryman Hereford model, one fastidious owner, this car has been used for pleasure motoring only, natural hardwood body completely immaculate, fitted radio and heater, Ace Rimbellishers, white sidewall tyres, a truly outstanding specimen; £675.

LEA-FRANCIS 14hp estate car, 1949, 4-door hardwood body with drop tailboard, roomy interior nicely upholstered, the whole vehicle in thoroughly sound mechanical order and fully guaranteed in writing; £325.

FORD Mercury 7-8-seater station waggon, 1948, right-hand drive, hardwood body, roomy powerful vehicle, ideal for towing, personnel transport, etc.; £165.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms open until 8 p.m. [C1035

ELM AUTOSALES offer:—

1951 (August) Hillman Minx estate car, original in grey/green, heater, recon. engine recently; £395.

ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

RUSSELL MOTORS offer:—

1955 Morris Oxford Traveller, 18,000 miles, one owner, Clarendon grey and red; £650.

1955 Morris Minor Traveller, 13,000 miles only, one owner, heater, Clarendon grey and red; £575.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

BROADWAY MOTORS, HOUNSLOW, offer:—

1957 Bedford utility, duo-tone grey, new and unregistered, no purchase tax; £625.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113

MARTIN WALTER, Ltd., offer their own conversions as follows:—

1956 Bedford Dormobiles, choice of colours, fitted heaters; £625.

1956 Bedford Workobus, desert sand and beige, many extras, mileage 2,500 approx.; £575.

1956 Bedford Dormobile transporters, grey/red, many extras, mileage 1,500 approx.; £595.

1956 Bedford Utilabrake, blue and grey or Westminster green and grey, many extras, mileage 2,600 approx.; £575.

1954 Bedford Dormobile High Top ambulance, ivory, mileage 4,500 approx.; £560.

1955 Morris Dormobile Junior, light grey/wood framing to body, mileage 4,000 approx.; £595.

1955 Morris L.D.1 Utilabus 14-seater, with face forward seats Avion blue, mileage 3,000 approx.; £750.

ALL the above vehicles carry our three months' guarantee and can be purchased on the extended rental plan or under hire purchase agreement.

WRITE or 'phone for full details to:—

MARTIN WALTER, Ltd., 145-7, Sandgate Rd., Folkestone. Tel. 3105. [5824

HUMBER, W.D., brake fitted, Turner L60 diesel, 5,000 miles; £350 or part exchange small van.—Dartneil, Llanwern, Newport, Mon. [5977

BUNTINGS MOTOR EXCHANGE for Utilities, all makes, Bradford specialists, list on request.—Bonnersfield Lane, Harrow. Tel. 6225-6. [0621/R

BEDFORD Dormobiles by Martin Walter; a few low-mileage models in stock.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

UTILITY CARS

AZ MOTORS offer 1950 Austin A70 genuine 4-door Countryman, £295! Also 1948 Bradford utility, economical and sound vehicle, £150; also 1947 Hillman 10 utility, £125.—Palmerston Rd., N.W.6. Mal. 4723. [C1011

ALVIS TA14 coachbuilt estate car, 3 doors, tailgate, Dunlopillo upholstery, very roomy, May, 1947; £250.—Tel. Oxford 46428. [6064

145 gns.—Austin 10 1946 Pick-up utility, leather, fold-flush rear seating, tow bar, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

G & M ALFREDS (1936), Ltd.—1956 Bedford Martin Walter Utilicon, 8,000 miles only; 1956 Austin A30 estate car, as new; 1953 Ford 10; Martin Walter Utilicon, 1955 condition; trade enquiries invited.—6-7, Warren St., W.1. Euston 3268. [C1005

Utility Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Utilities.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

BEDFORD Dormobile by Martin Walter wanted.—Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [W3018

ESTATE CARS, Ltd., the utility specialists, urgently require Countryman estate cars and shooting brakes of all makes and sizes, good prices paid.—221, Upper Richmond Rd., S.W.15. Putney 2276-7 [0572/R

VAUXHALL 10

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1946 Vauxhall 10; £295.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

VAUXHALL 12

1948 Vauxhall 12, black, very sound car, carefully used; £230.—Campbell Symonds, Perivale 4456. [C1037

£255.—1947 Vauxhall 12 de luxe saloon, virtually as new throughout, one lady owner.—Hampstead 7871. [5963

£259.—1946 Vauxhall 12, clean, a genuine car, also a 1939, well above average, £165; terms, exchanges; 30 others.—Traynor Motors of East Ham. Tel. Grangewood 2530 and 5834. [C4032

VAUXHALL 14

1939 Vauxhall 14 J type saloon, black, brown leather, recon. engine and gear box, mechanically good throughout; £195.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [C2049

VAUXHALL WYVERN

GUY SALMON AUTOMOBILES offer:—

1956 (Aug.) Vauxhall Wyvern, silver straw, 5,000 miles, heater and parcel shelf, unmarked condition; £685.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

BROADWAY MOTORS, HOUNSLOW, offer:—

£695!!—1956 Wyvern, silver straw, heater, only 3,000 miles, unblemished.

£595!!—1955 Wyvern saloon, black, heater, one owner, only 9,000 miles, superb; trade enquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113

1953 (May) Wyvern, heater, fog lamp, excellent condition, 28,000 miles; £470.—Box 4924. [5907

1953-4 Wyvern saloon, one owner, magnificent, guaranteed; £460.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4078

£595!!!—1955 Vauxhall Wyvern de luxe saloon, speedometer records 16,000, whole vehicle like brand new throughout, one owner, of course.

LAMBS OF WOOD GREEN (Established 1897), 100 guaranteed cars; exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1956 Wyvern, many extras, one owner, low mileage, immaculate condition; £695.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0056. [C2039

IMMACULATE Wyvern, registered Sept. 1953, cloud mist grey, guaranteed mileage 22,000, host extras including automatic reverse lights, very fastidiously maintained and absolutely perfect bargain at £550.—Bayford, 92, Dorset Ave., Chelmsford. [5968

VAUXHALL VELOX

A1 at Brown's.

1954 (Feb.) Vauxhall Velox saloon, green, buff leather upholstery, heater, radio, taxed year, carefully used and maintained practically unmarked; £525 secures.

1954 Vauxhall Velox saloon, blue, fawn leather interior, heater and radio, taxed year, spotless throughout; £525.

W. J. BROWN, Ltd., 339, Finchley Rd., N.W.3. Ham. 2284. [C1025

G. S. HALL offer:—

£545!!!—1954 Velox saloon, black, red interior, one owner, fastidiously maintained.—Below.

£745!!!—1956 Velox, shoreline beige, only 3,000 miles, wonderful value; trade inquiries invited.—302, King St., Hammersmith, W.6. Riverside 2881. [C2100

HENDON CENTRAL GARAGE, Ltd., offer:—

1955 model Vauxhall Velox, black with brown upholstery, fitted heater, radio, wing mirrors, spotlight, windscreen washers, low mileage, one owner; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8084-5. [C2054

BROADWAY MOTORS, HOUNSLOW, offer:—

£595!!—1955 Velox saloon, black, red interior, magnificent, unmarked, low mileage specimen; trade enquiries invited.—Hanworth Rd., Hounslow (2 mins. Hounslow East Tube), Middx. Hou. 0175/9309. [C1113

DIXON'S GARAGES (PUTNEY), Ltd., offer:—

1955 Vauxhall Velox, black and brown, many extras, 10,500 miles; £595.—134, West Hill, Putney, S.W.15. Putney 0596. [C1073

1956 Velox, black, one owner, heater; £695.—Campbell Symonds, Perivale 4456. [C1037/1

1953 (July) Velox, grey, r. & h., washers, covers, recon. engine, new tyres and batt.; £480.—Barnet 3217. [5978

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL VELOX

1953 Vauxhall Velox, grey, low mileage; £495.—Hale Motors, Ltd., Tot. 7771 (4 lines). [C2077

1954 Vauxhall Velox, black, red, radio, heater, etc., one owner; £525.—Odeon Motors, Ltd., Bar. 1144. [C3028

1950 Velox saloon, guaranteed; £285; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1954 Vauxhall Velox, choice of 3; £525/£550.—Parsons & Parsons (Garages), Ltd., Potter St., Harlow. Potter Street 121. [C3038

1954 Vauxhall Velox, birch grey, red leather upholstery, fitted radio, heater, one owner, nominal mileage, excellent condition throughout; £495.—McLAREN & COX, Ltd., 928, High Rd., North Finchley, N.12. Tel. Hillside 0560/6307/8. [C3083/1

ARCHIE SIMONS . Co., Ltd.—1953 Vauxhall Velox, grey, nominal mileage, in very good condition; £445.—93, Gt. Portland St., W.1. Lan. 1343. [C4013

1954 Vauxhall Velox, radio, heater, one owner, low mileage, beautiful condition; £495.—Smiths Car Sales, 3, High Rd., Balham 7628. [5913

VAUXHALL Velox 1956, low mileage, carefully kept, choice of 2 colours, to-days list £875; sale price £725.—Steele Griffiths, Rodney 2201-6. [5929

1955 Velox, 12,000 miles only, fitted heater, spare unused, undersealed, literally as new, taxed; £585.—Mornington Motors, Euston 6658. [5948

MAR., 1955, Velox in black heater, 12,000 miles only, 3 months' guarantee; £650.—G. S. Oscroft & Co., Ltd., Derwent St., Derby. [5958

1955 Vauxhall Velox, radio, heater, wing mirrors, extras; £665.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

AZ MOTORS offer specimen 1954 Velox, one owner, 27,000 miles only, exceptional value; £505!—Palmerston Rd., N.W.6. Mal. 4723. [C1011

£725.—1956 model Velox saloon, black, brown interior, numerous extras, low mileage, as new throughout.—Robbins, East Putney. Tel. 7881. [C3010

1951 Vauxhall Velox, heater, outstanding condition, one owner; £365.—Kirkdale Cars, Cobbs Corner, Sydenham, S.E.26. Sydenham 6129. [C2068

VELOX 1955, 9,700 miles, heater,screen washers seat covers, as new; £585.—After 6 o/c week-day (weekend any time), M. Everard, 2, Cottage Lane, City Rd., E.C.1. [6002

1956 Velox, shoreline beige, only 3,770 miles, fitted overdrive, heater, clock, loose covers, spotlamps, mirrors, Undersealed, cost £1,000, guaranteed as new; £850.—Campbell Symonds, Wembley 6262. [C1057

395 gns.—Vauxhall Velox 1954 model saloon, black, heater, loose covers, wing mirrors, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

VAUXHALL CRESTA

WW. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel Hillside 6621, offer:—

1954 (December) Vauxhall Cresta, duo green colour combination, all the usual extras, including wing mirrors, heater, cigar lighter, etc., mileage 13,400, one owner, excellent condition; £665. Our hire purchase terms are now 5% for 12 months.

W. HAROLD PERRY, Ltd., 1105-1111. High Rd., Whetstone, N.20. Tel. Hillside 6621. [C3042

RUSSELL MOTORS offer:—

1955 model Vauxhall Cresta, one owner, 18,000 miles, grey and cream; £650.

RUSSELL MOTORS (KNIGHTSBRIDGE). Ltd., 47, Sloane St., S.W.1. Sloane 9288. [C3060

H. A. SAUNDERS, Ltd., offer:—

1955 Cresta, grey and white with cream and red uph., recorded mileage 12,046; £675.

H. A. SAUNDERS, Ltd., 836-842, High Rd., North Finchley, N.12. Hillside 5272 (8 lines). [C4092

AUTOMOBILE & AIRCRAFT SERVICES, Ltd.

1955 Vauxhall Cresta, superb condition, radio, heater, spotlight, etc.; £665.

MARLBOROUGH WORKS, 609, Kenton Rd., Kenton, Harrow. Tel Wordsworth 7805. [C1008

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—

1955 model Vauxhall Cresta, all extras; £595.—355, High Rd., Wembley, Middx. Tel. Wembley 4422. [C4015

1955 Vauxhall Cresta saloon, one owner, metallic grey with cream and tan interior; £715.

PASS & JOYCE, 184, Great Portland St., W.1. Museum 1001. [C3039

£695.—1955 Cresta saloon, black, fawn and brown interior, one owner, car in superb condition.—Robbins, East Putney. Tel. 7881. [C3010

1955 (model) Vauxhall Cresta, one owner, as new; £625.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Colindale 3185. [C3096

1956 (February) Cresta saloon, 7,000 miles, new condition; £750.—Mervin Austin, 214, Nell Gwyn House, London, S.W.3. Kensington 7974 or Welbeck 6655. [4905

£550.—1955 (November, 1954) Vauxhall Cresta, white and blue, mileage 14,000, one owner, heater, spare unused, car unblemished, terms.—Simm, 11, Bennett Rd., High Crumpsall, Manchester, 8. Tel. 1924 Cheetham Hill. [6059

1955-6 Vauxhall Cresta saloon, this car is virtually like new, fitted with latest type overdrive on second and top gears which on long runs gives 35mpg, finished in unblemished black, with ivory interior, fitted loose covers from new, twin chrome Lucas pass lamps, Whitewall tyres, screen washers, heater, full and complete tool kit (unused) all instruction books, this is a one owner (company director) from new and is literally unblemished, the finish and appearance of this car is actually superior to a new car due to the regular and meticulous maintenance, a most superb specimen; £695.

MAIDSTONE ENGINEERING Co., Smethurst St., Pendleton, Manchester, 6. Pendleton 5457. [C3000

VAUXHALL CRESTA

1955 Vauxhall Cresta saloon, genuine one-owner car, mileage 8,000; £675.—Winchester Motor Co., Ltd., Winchester. Tel. 3231. [6006

1955 Cresta, duo green, extras include sun visor, one owner, in excellent condition; £675.—Harvey Hudson, Ltd., High Rd., South Woodford, E.18. Wan. 0056. [C2039

VAUXHALL MISCELLANEOUS

SSHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328.

112 &114, Wardour St., W.1. Gerard 4343. [0117/R

"AUTORAMA" for Vauxhalls; consult us for genuine used car value.

GRAHAM BROS. (MOTORS), Ltd., The Autorama, 799-835 Chester Rd., Stretford. (Trafford 3311.) [0283/R

Vauxhall Miscellaneous Cars Wanted

RSROWLAND SMITH'S, the car buyers.—Highest cash prices for Vauxhalls.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R

SSHAW & KILBURN, Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R

ALMOST new Vauxhall required immediately.—Morley, 76, Cambridge Rd., Kingston. Kingston 8885. [W3016/R

VAUXHALL cars, post-war models urgently required.—Golly's Garage, Ltd., Earls Court Rd., S.W.5. Frenantie 6373. [0479/R

XXX Cash immediately for good Vauxhall.—H. F. Edwards, 28-34, Upper High St., Epsom, Surrey. Epsom 5611. [W2001

Vauxhall Spares and Service

CA.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list prices; radiator exchange service and all other repairs to your Vauxhall or Bedford, maximum discounts fleet owners and trade at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R

VAUXHALLS.—Reconditioned service units available from stock for DX DY, HI, J, JCV, Velox, Wyvern, PCL models; gear boxes, suspension units, steering, gears, differentials, rear axle assys, water pumps, oil pumps, springs, clutch pressure plates, brakes, etc., etc.; enquiries invited.

TRIANON, Aerodrome Rd., London, N.W.4. Sunnyhill 2271-2. [0964/R

VETERAN CARS

WELHAMS, Surbiton Hill Rd., Surbiton, Elmbridge 1873 buy and sell pre-1915. [C4070

1901 Renault 4-seater, entered for Brighton run; £500; no offers.—Box 4865. [5789

1924 Vauxhall 14/40 coupe, recent re-bore, good appearance; £75.—Evans, 30, Russell Chambers, Bury Place, W.C.1. Chancery 3411. [5784

VINTAGE CARS

CASS'S MOTOR MART.—1924 Vauxhall 30/98 Velox tourer, just renovated at cost of £250.—5, Warren St., W.1. Euston 4110. [C1040

VOLKSWAGEN

WMWELBECK MOTORS offer a most interesting selection of Volkswagens:—

1956 (Sept.) Volkswagen de luxe, beige, delivery mileage only, and in brand new condition, several extras; cost new approximately £760, our price £690.

1956 (May) Volkswagen Microbus de luxe, with sun roof, mileage 4,000, built-in radio, heater, colour red and brown, identical to brand new, original cost over £1,400, £1,200; another coach, first registered '55, to the identical specification, but with slightly higher mileage at £975.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [C4049

ELM AUTOSALES offer:—

1956 Volkswagen 15cwt van, 6,000 miles, original plain blue, double doors both sides, completely as new; £625.

1956 Volkswagen 15cwt van, identical to above, only 3,000 miles, but with doors one side; £625.

ELM AUTOSALES, 68, Hartfield Rd., Wimbledon, S.W.19. Cherrywood 1615. [C2067

DUNCAN HAMILTON & Co. offer:—

1955 Volkswagen saloon de luxe, black, fitted loose covers, etc., faultless condition throughout; £595.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. [C1091

THE VOLKSWAGEN CENTRE for all enquiries and demonstrations.

1956 choice of three with extras, Motor Show bargains; from £665.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. The original distributors. [0375/R

1954 Volkswagen saloon, grey with grey upholstery; £470.

JAMES EDWARDS (CHESTER), Ltd., The Northgate, Chester. Tel. Chester 23123-4-5. [C2090

VOLKSWAGEN 1949, immaculate, l.h.d., seats recovered; £295; owner emigrating.—Bus. 6875 day, Ent. 5491 evening. [5995

VOLKSWAGEN

EUROPEAN CARS, Ltd., Volkswagen distributors, offer:—

1955 (July) drop head Cabriolet, black and cream, fitted with radio, spot lamps, low mileage; £850.

1955 Pick-Up, low mileage, good condition; £475.

1954 1131cc engine de luxe, sun-roof, good condition; £480.

129 Old Brompton Rd., S.W.7. Fre. 7722. [5941

METAMET, official V.W. distributors, offer all spares, specialised V.W. service.

1956 dark green saloon de luxe, 9,600 miles, one owner, immaculate; £660.

1955 grey saloon, low mileage, showroom condition; £585.

1954 2-tone de luxe, £100 of extras, radio, spot lamp, leopard skin covers, the handsomest V.W. in the country, one owner; £595.

1947 standard saloon, l.h.d., one owner, excellent for its age; £255.

236 Woodhouse Rd., N.12. Enterprise 6366. [6054

£675.—Volkswagen, 1956 series, one extra-careful owner, spare unused, heater, etc; many others.—Below.

£598.—Volkswagen, 1955, one owner, small mileage; many others.—Below.

£555.—Volkswagen, 1954/5, one careful owner, spare unused; many others; we welcome A.A. or R.A.C. exams.; hire purchase; exchanges; existing h.p. accounts settled.

BENMOTORS, 118, Holland Park Avenue, W.11. Park 2971 and 5066/7. (50 yards Holland Park Tube.) [C1017

1955 Volkswagen saloon de luxe, strato silver, extras, virtually as new; £595.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

V&F MONACO MOTORS, the Volkswagen specialists, offer you their unique experience obtained in 6 years of servicing and maintenance of Volkswagen cars.

V&F MONACO MOTORS.—1956 Microbus de luxe with sunshine roof, fitted Motorola radio, taxed till end of year, 670 miles only and barely two months old, absolutely as new and unmarked; £1,225.

V&F MONACO MOTORS.—1954 Microbus, two owners, in excellent condition all round; £595.

V&F MONACO MOTORS.—1954 de luxe sunroof saloon, new tubeless tyres, radio, one owner, taxed year, showroom condition; £560.

V&F MONACO MOTORS.—1954 de luxe sunroof saloon, one owner, black, very good condition; £540.

V&F MONACO MOTORS.—1954 de luxe saloon, one owner, 31,000 miles, unmarked; £530.

V&F MONACO MOTORS.—1947 Standard saloon, one owner, black, l.h.d., well above average in every respect for its year; £315.

V&F MONACO MOTORS.—1947 Standard saloon, l.h.d. good condition throughout; £265.

V&F MONACO MOTORS, official Volkswagen agents, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station) Frenantie 4414. [0642/R

1956 model Volkswagen, Motorola radio, window washers, metallic blue, spot lamp, parking light, absolutely as new; £635; h.p. terms and part exchanges.—Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. [C3106

Volkswagen Cars Wanted

LOXFORD GARAGE require all Volkswagen de luxe saloons.—Ilford Lane, Ilford 3155. [9637

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—All years and models. [0980/R

RICHARDS & CARR, Ltd., buy Volkswagen.—35, Kinnerton St., S.W.1 Belgravia 3711. [W3045

V&F MONACO MOTORS.—The Volkswagen buyers, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Road Station). Frenantie 4414. [0300/R

Volkswagen Spares and Service

VWVW MOTORS, Ltd., Sole Volkswagen concessionaires; genuine spare parts obtainable from 233, Plaistow Rd., London, E.15 (adjoining Plaistow Station, District Line). Maryland 7661-5. [0647/R

EUROPEAN CARS, Ltd., Volkswagen Distributors.

NOW offer increased service facilities in their newly extended workshop.

SPECIALISED repairs on Volkswagen by factory trained mechanics.

LARGE new spare parts stores fully stocked.

129 Old Brompton Rd., S.W.7. Frenantie 7722. [0436/R

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361.—Genuine Volkswagen spares; c.o.d. postal service; technical facilities available. [0995/R

DONALD VINCE OF CROYDON.—Specialist service and repairs by factory trained mechanics; genuine VW spares and accessories.—Kidderminster Rd., Croydon. Tel. 5775. [0340/R

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2381) and Dorset House (Welbeck 7980) branches have factory trained mechanics and offer you full service with repairs and parts facilities. [0855/R

V&F MONACO MOTORS.—Service and repairs by factory trained mechanics; spares reconditioned engines, conversions to r.h.d., all V.W. accessories stocked.—6, Astwood Mews, Courtfield Rd., S.W.7 (near Gloucester Rd. Station). Frenantie 4414. [0293/R

WILLYS

WILLYS Customs saloon, 1955, 6-cylinder, 25hp, dual colour blue/grey, loose covers, 30mpg, magnificent condition, list price £1,695, full guarantee; £660.—Steele Griffiths, Rodney 2201-6. [5956

WOLSELEY

DICKS.

1950 Wolseley 4/50 saloon, fitted heater, roomy and economical; £395.

DICKS CAR SALES, Ltd., Exeter Rd., Kilburn, N.W.6. Gladstone 6304. [C1072

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE ETC.

WOLSELEY

EUSTACE WATKINS, Ltd., the sole London distributor.

2000 miles.—July, 1956, 6/90 saloon, black; £1,125.

4000 miles.—April, 1956, 4/44 saloon, black; £795.

11000 miles.—January, 1955, 4/44 saloon, mist grey; £685.

18000 miles.—1950 4/44 saloon, black; £635.

27000 miles.—1953 4/44 saloon, black; £545.

EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); 399 London Rd., Croydon (Thornton Heath 4283); or 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

H. BEART & Co., Ltd., offer:—

1956 (October) Wolseley 6/90 saloon, with overdrive, nominal mileage only, outstanding value; £1,145.—102, London Rd.; and High St., Kingston-on-Thames. Kingston 3548. [C1081

GLANFIELD LAWRENCE, offer:—

1955 Wolseley 4/44, in maroon, red interior, heater, screen washers, fog lamps, 9,000 miles, one owner; £695.—407, High Rd., N.12. Finchley 0091. [C2053

JACK ROSE, Ltd., Wolseley agents, offer:—

1955 Wolseley 4/44 saloon in black and beige upholstery, one owner, clean inside and out; £645.—Jack Rose, Ltd., Wallington, Surrey. Wallington 6677, Burgh Heath 2376. [C3056

1956 (October) Wolseley 15/50 saloon, green with grey leather, works mileage; also

1956 (October) Wolseley 6/90 with overdrive, colour maroon, works mileage.—Gavin Fairfax, Ltd., Virginia Water. Tel. Wentworth 3154. [C2099

1952 Wolseley 6/80, black, heater; £375.—Hale Motors, Ltd. Tot. 7771 (4 lines). [C2077

£675!!!—1955 Wolseley 4/44, small mileage, spotless condition; choice 2.

LAMBS OF WOOD GREEN (Established 1897); 100 guaranteed cars; exchanges; hire purchase.—421-423, High Rd., Finchley. Finchley 6222. [C2052

1954 model Wolseley 4/44, black/maroon, one owner, 16,000 miles, usual extras; £595.

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1954 (July) Wolseley 4/44, grey/red, immaculate; £595.—Dobsons, Ltd., Wolseley Agents, Staines 801. [C1074

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1956 Wolseley 6/90, black, slightly used demonstration, maker's guarantee; £1,090.—F. L. Cranmore, Ltd. Tel. Potters Bar 2040. [C1062

WOLSELEY 6/90 saloon, 1956, very low mileage, perfect condition, H.M.V. radio; £965.—Steele Griffiths, Rodney 2201-6. [5937

1950 Wolseley 4/50, maroon/brown leather, heater, Ace Rimbellishers, Town & Country tyres, taxed, a really outstanding specimen; £365.

ALTWOOD GARAGE, Altwood Rd., Maidenhead. Tel. Littlewick Green 70; evenings and week-ends Littlewick Green 3076. [C1107

1951-2 Wolseley 6/80, exceptionally nice throughout; £350.—Norman Autos, 344-354, London Rd., West Croydon. Tel. Thornton Heath 4657. [C3098

TANKARD & SMITH, Ltd., offer 1955 Wolseley 4/44, one owner, green/grey, 11,000; £695, 3 months written guarantee.—194-198 Kings Rd., Chelsea, S.W.3. Flaxman 4801. [C4025

SAVE £200; 1956 (August) Wolseley 6/90, with overdrive, champagne beige, 3,000 miles, carefully run in, taxed Dec.; £1,090.—Graham & Roberts, Ltd., Nuffield Distributors, Carlisle 28171. [4743

1953 (July) Wolseley 4/44 saloon de luxe, heater, screen washers, etc., immaculate condition.—P.T. Inwards, Ltd., 104, High Rd., South Woodford, E.18. Buc. 2809. [5901

1950 Wolseley 6/80 4-door sln., fawn/hide interior, radio and heater, taxed, just fitted new tyres, nice car; £325; consider part exchange.—14, Bulkington Ave., Worthing 1839. [C4027

1947-8 Wolseley 14 sunshine saloon, one owner, heater, a beautiful original vehicle, taxed; £285; terms and exchanges.—Harrison, Four Seasons Garage, 601-609, Kings Rd., S.W.6. Renown 4492. [C3059

225 gns.—Wolseley 18, October 1946 saloon, sliding head, leather, heater, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [4018

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URGENTLY wanted.—Late model Wolseley 4/44.—Pinner Motor Co., Pinner. Tel. 456. [W3105

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W. HAROLD PERRY, Ltd., 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 8880. [N3042

BRADSTOCK MOTORS, Ltd.

FORD dealers offer for immediate delivery Consul, with heater, and Prefect saloons.—Works and showrooms, Chase Rd., Epsom. Tel. Epsom 5696/7. [N1060

ROWLAND SMITH'S for Ford.

PART exchanges; self-financed terms. 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3. Hampstead 6041. [N4018

NEW CARS FOR SALE

FORD

RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; cars, motor cycles and 3-wheelers welcomed in exchange.—Raymond Way's Corner, 10, Kilburn High St., N.W.6. Maida Vale 6044. Open to 8 p.m. 6 days a week. [0779/R

DAGENHAM MOTORS, Ltd., Ford main dealers.

PARK Lane, W.1. Hyde Park 4868; 374, Ealing Rd., Alperton, Middx. Perivale 5388, and 6/8 and 12 Bangley Rd., Catford S.E.6 Hither Green 4621. [N1056

ARTHUR E. GOULD, Ltd., 290-2, Regent St., W.1.

FORD main dealers and distributors.—For delivery details of Zephyrs, Zodiacs, Consuls, etc., telephone Langham 1594-5. [0102/R

MAYFAIR and West End agents; immediate delivery

RIPCO, Ltd., 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052

ZODIAC Mk. II, in black/ivory with overdrive, immediate.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [N4093

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

NEW Zephyr convertible, grey.

NEW Zodiac saloon, green and ivory. [N1001

FORD Zodiac, black and ivory.—Haskins, Ladbroke 1155. [N3027

BLUE STAR GARAGES, Ltd., Rossmore Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. [0987/R

NEW Ford Zephyr convertibles for immediate delivery.

CORFE grey, red and grey leather upholstery, red power-operated hood, fitted heater, overdrive; and WARWICK green, grey/green leather upholstery, manually operated hood in grey.

APPLY—F. English, Ltd., Langley Rd., Branksome, Bournemouth. Bournemouth 5850. [5775

IMMEDIATE delivery Ford range.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

KDM & CHERRINGTON, Ltd., for Fords; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

COULSDON.—H. Harmer (Coulsdon), Ltd., retail dealers, 272, Chipstead Valley Rd., Coulsdon. Downland 2255. [0690/R

FORD Zodiac, black and red, immediate delivery.—Regent Lion Group, 26, Queensway, W.2. Bayswater 0136. [N1015

IMMEDIATE delivery Anglia, Prefect, Consul, Zodiac.—S. Morris & Company, 40, Conduit St., W.1. Tel. Regent 0424 (6 lines). [0415/R

FORD Populars transformed for comfort and road holding by the L.M.B. Supersprung Conversion (i.f.s.) south-western distributors.

L.M.B. MOTORS, 142, Malmesbury Park Rd., Bournemouth. Tel. Boscombe 33267. [N3090

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service; coachbuilding, insurance.—219-221, Balham High Rd., S.W.17. Balham 1271 (10 lines). [0098/R

FORD Consul Mk. II, new, demonstration and immediate delivery; all facilities.—West London Motors, 205-209, Fulham Palace Rd., W.6. Fulham 0066. [N4095

NEW Ford Zephyr, ivory, immediate delivery.—Thomson Motor Co., Ltd., 564, Wycombe Rd., Shirley, Croydon. Springpark 3477. [N2047

JACK ROSE, Ltd., Ford agents and stockists, Stafford Rd., Wallington, Surrey. Wallington 6677; also High St., Banstead. Burgh Heath 2376. [N3056

JOHN S. TRUSCOTT, Ltd., authorised Ford dealers; immediate delivery Squire, Consul and Zephyr models.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

IMMEDIATE delivery.—Zodiac grey/blue, Consul green, Prefect fawn, Anglia de luxe green.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue, W.3. Acorn 3224. [5889

CHARLES RICKARDS, Ltd., Ford dealers, offer for immediate or early delivery Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloons. Any type of car taken in part exchange.

56 Bayswater Rd., W.2. Pad. 3440. [N3050

R. C. WIMBUSH, Ltd.—Immediate delivery Ford Anglia and Prefect de luxe saloons; part exchange and h.p. facilities.—512, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and service; insurance.—Showrooms, 130, Sandgate Rd.; works and offices, 104, Foord Rd., Folkestone 51222 (3 lines). [0464/R

NEW Mark II Consul convertible, sarum blue, fitted heater, delivery from stock; price £960/12, distance no object, part exchange or rental.—Smith & Landers (Engs.), Ltd., Ormskirk 3211. [5770

ADLARDS MOTORS, Ltd., Acre Lane, Brixton, S.W.2. Main Ford distributors; consult us for delivery of all Ford models; overseas residents' enquiries welcomed.—Export Dept. Bri. 6431-2-3-4-5-6 (see also Allard). [0864/R

PLANNING to buy a new Ford? Then you cannot do better than call at the Ferraris Annual Motor Exhibition to see the most wanted Ford models; bring along your family and friends; open 9 a.m. to 8 p.m. from 20th to 27th October (closed Sunday).—FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. [N2008

FORD Zodiac saloon, Corfe grey, red/beige hide upholstery, with overdrive; Ford Prefect, de luxe, heater, Corfe grey, red P.V.C. upholstery.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. [N1083

HEINKEL

JOHNSON & BROWN, Heinkel distributors, 268/270, High St., Bromley. Ravensbourne 8841-2.

CLAUDE RYE, Ltd., for your 1957 Heinkel.—immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5177

HILLMAN

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers, for prompt delivery all Hillman models; demonstration cars available; part exchanges; confidential credit facilities; view the new "finest of them all" Hillman at:—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx. (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0796/R

BARNET area.—Hillman main dealers.—Hadley Green Garages, 202-204, High St., Barnet 0332. [0411/R

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—Lewisham Bridge, London, S.E.13. Lee 8585. [0784/R

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer favourable delivery of the Hillman range.—145, London Rd., Croydon. Croydon 2115. (3 lines). [0868/R

PHILLIPS MOTORS, Official Rootes Retailers will demonstrate Hillman cars anywhere; self-drive car loaned free to customer whilst car is undergoing service or accident repair; usual h.p. terms or special rental agreement; part exchange.—77, Chalk Farm Rd., N.W.1. Primrose 6666. [N3106

HUDSON

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors, offer immediate delivery of Hudson Rambler and Cross-Country Station Wagons; imported direct from America; r.h. drive; all Hudson spares and service available at

SPIKINS, 83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7-8. [0478/R

HUMBER

NEWTONS OF WEMBLEY.

EXCLUSIVE Rootes retailers, for prompt delivery Hawk and Super Snipe; view the new Hawk de luxe; demonstration cars available; part exchanges; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx (opposite Wembley Town Hall). Arnold 5252 (4 lines). [0792/R

BARNET area.—Humber main dealers.—Hadley Green Garages, Ltd., 202-204, High St., Barnet 0332. [0412/R

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—Lewisham Bridge, London, S.E.13. Lee 8585. [0720/R

SMITH AUTO Co., Ltd., area dealers for Rootes Group, offer early delivery of Super Snipe and Hawk saloon.—145, London Rd., Croydon. Croydon 2115 (3 lines). [0667/R

PHILLIPS MOTORS, Official Rootes Retailers will demonstrate Humber Hawk and Super Snipe cars anywhere; self-drive car loaned free to customer whilst car is undergoing service or accident repair; usual H.P. terms or special rental agreement; part exchange.—77, Chalk Farm Rd., N.W.1. Primrose 6666. [N3016

JAGUAR

HENLYS, Ltd.,

ENGLAND'S largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

MANCHESTER.—1-3, Peter St. (Blackfriars 7843.) [0153/R

HALLS

AREA main dealers for Jaguar; demonstrations, part exchanges, h.p. terms.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hil. 1044.) [4182

H. BEART & Co., Ltd.

JAGUAR main dealers.

WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3548. [N1081

ROWLAND SMITH'S for Jaguar.

2.4-litre and Mk. VII saloons, stock and demonstration cars available; part exchange any distance, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BUCKINGHAMSHIRE area dealers.

MARK VII M saloon and XK140 models for early delivery; demonstrations arranged.

PEERLESS MOTORS, Ltd., Bath Rd., Slough, Bucks. Slough 25121. [0430/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

NEW XK140 fixed head coupe, maroon. [N1001

JAGUAR 2.4 special equipment saloon, in green/green, for immediate delivery.

STEARNS & Co. (CAR SALES), Ltd., 254, Brompton Rd., S.W.3. Ken. 0081. [N4093

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers, Bromley. Rav. 3456. [0286/R

COOMBS & SONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford 62907-9. [0244/R

2.4 Jaguar saloon, immediate delivery, choice of colour; exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. 4965. [N1010

JAGUAR

DAVIES MOTORS, Ltd.—Jaguar, grey and red Mark VII with automatic drive immediately available.—273, London Rd., Staines. Staines 4211-5. [N1060

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 7761. [0439/R

XK140 special equipment, drop head, grey/red, 3.31 axle, Michelin X, immediate delivery.—Chipstead Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. [N1046

ROSE & YOUNG, Ltd., offer immediate delivery of the new 2.4-litre Jaguar.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [N3057

NEW for immediate delivery, XK140 Jaguar drop head coupe, special equipment model, overdrive, colour black, red upholstery.—Hoddesdon Motor Co., 21, High St., Hoddesdon, Herts. Hoddesdon 4021. [5769

CLARKE & SIMPSON, Ltd., for Jaguars, new 2.4-litre, pearl grey, in stock, orders can now be accepted for the Mark VIII, demonstration with pleasure.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

JENSEN

MICHAEL CHRISTIE MOTORS, wholesale and retail.

NEW 1956 541 saloon available; list price.

NEW 1956 Interceptor saloon available; list price.

BICESTER Rd., Aylesbury, Bucks. Tel. 4727. [N1094

NORTHWOOD MOTORS, wholesale and retail.—New 541 saloon, immediate delivery.—George St., Hull. Tel. 33822. [N3108

KAISER

KAISER.—Sole Concessionaires for Great Britain; sales, spares.—Steele Griffiths, London, S.E.5. [0309/R

LANCIA

JOHN S. TRUSCOTT, Ltd., the oldest Lancia distributors.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

LANCIA.—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alperton, Nr. Wembley, Middx. Tel. Perivale 5656. [0289/R

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London, 91-95, Fulham Rd., S.W.3. Kensington 4858. [N4028

MERCEDES-BENZ

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

EARLY delivery of all types; our demonstration cars are here for you to drive, including the new type 220S and type 300C; these cars surpass all previous standards.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

LONDON.

TAYLOR & CRAWLEY, official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Rd.), Mayfair, W.1. (Grosvenor 6881.) [N4031

WELWYN SALES DEPOT, Ltd.

HERTS, Bucks and Northants main distributors.—Enquiries invited for early delivery.—Welwyn Garden City. Hatfield 2178. [0611/R

BURNS STATUE GARAGE, Ayr 3338, main agents for Ayrshire.—Early delivery all models. [0481/R

WOKING MOTORS, distributors, Surrey.—Maybury Hill, Woking, Surrey. Tel. Woking 4277-8. [N4057

TYPE 220A, hide upholstery, new and unregistered; £2,175.—Mansfield Autos, Ltd., 480, Fitzroy St., London, W.1. Euston 2587. [N3001

GALT OF GLASGOW, distributors, offer immediate or early delivery according to model.—James H. Galt, Ltd., 52, Woodlands Rd., Glasgow, C.3. [0684/R

MIDLAND Counties distributors; demonstrations of all models.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285/2700. [0176/R

GEE CARS, Ltd., invite your enquiries for early delivery of all models, terms and exchanges.—169, Fulham Rd., S.W.3. Knightsbridge 4733 or Macaulay 3363. [0923/R

GEORGE NEWMAN & Co. (BRIGHTON), Ltd., sole Sussex distributors, all models available for inspection and trial, early delivery.—39-40, Old Steine, Brighton 28108-3-4. [C8108

MESSERSCHMITT

CLAUDE RYE, Ltd., for your 1957 Messerschmitt.—immediate delivery; exchanges welcomed.—895-921, Fulham Rd., S.W.6. Renown 6174. [5176

COMERFORDS for Messerschmitts; delivery from stock, spares, service, demonstrations; exchanges, terms; postal transactions very easily arranged.—Comerfords, Portsmouth Rd., Thames Ditton, Surrey. Emberbrook 5531 (6 lines). [0268/R

M.G.

ROWLAND SMITH'S for M.G

IMMEDIATE delivery Magnette saloon and M.G. A 2-seater.

PART exchange, any distance, self-financed terms, 5% interest, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube) N.W.3 Hampstead 6041. [N4014

IMMEDIATE delivery latest type Magnette, blue, from stock at list price inc. P.T.; £1,040 17s.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2 Pad. 3440. [N3050

DORKING MOTOR Co., Ltd.—Early delivery Magnette, immediate delivery M.G. A.—Dorking 2256 [N1068

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

M.G. Magnette maroon available early delivery; list price. [N2058

NEW CARS FOR SALE

M.G.

KDM & CHERRINGTON, Ltd., for M.G.s; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

M.G. Official M.G. retail dealers; all models available, part exchange welcomed, hire purchase.—Performance Cars, Ltd., Great West Rd., Brentford, Middx. Ealing 8841. [N3041

R. C. WIMBUSH, Ltd., M.G. stockists; offer immediate delivery M.G. A and Magnette saloon; part exchange and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Fremantle 8401-2-3. [N4056

IMMEDIATE delivery, new M.G. Magnette saloon and A 2-seater with choice of colour; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. [N2109

MEBES & MEBES, Ltd. (est. 1895).—Immediate delivery of Magnette saloon and M.G. A with exceptional after-sales service facilities, part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

MORGAN

JOHNSON & BROWN offer immediate delivery new Morgan 4/4 Series II, ivory and black.—268-270, High St., Bromley. Ravensbourne 8841-2. [N2075

BASIL ROY, Ltd., Morgan distributors; full range on view; see and try Morgan fitted with TR2 engine.—161, Gt. Portland St., W.1. Langham 7733. [0510/R

MORGAN Plus 4; prompt delivery of these cars; spares for same; huge stocks of 4/4 and 3-wheeler spares.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728/R

MORRIS

ROWLAND SMITH's for Morris.

OXFORD saloon, immediate, early delivery other models.

PART exchanges, self-financed terms, 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4016

BURGE & INGLIS MOTORS, Ltd.

MORRIS Oxford, beige; immediate delivery, part exchanges welcome.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

NEW Morris Oxford and Cowley for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1651. [N4009

DORKING MOTOR Co., Ltd.—Early delivery all models.—Dorking 2256. [N1088

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.8. Mountview 4401, offer:—

ONE new Morris Oxford, black, red upholstery, early delivery.

ONE Morris Isis, black, red upholstery, early delivery. [N2056

SMITH & HUNTER, Ltd.—Specialists; sales, service.—376 Kensington High St., W.14. Western 2512. [N4019

TEST drive any Morris car at Chain Garage, Hanger Lane, Ealing, W.5. Per. 4404. Official agents. [N1043

JACK ROSE, Ltd., Morris agents and stockists.—High St., Banstead, Surrey. Burgh Heath 2376. [N3056

MORRIS Oxford, new, dark green, immediate delivery.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3506-7.

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—34, Acre Lane, S.W.2. Brixton 4011. [N4085/R

SURREY MOTORS, Ltd., official Morris retail dealers, fully equipped for service and spares.—High St., Sutton. Vigilant 4444. [8633

LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Morris Agents; quick deliveries, part exchange; yearly contracts; specialised service.—Lyttelton Rd. (A.1.), N.2. Speedwell 3500/3350. [0622/R

MEBES & MEBES, Ltd. (est. 1895).—Direct Morris specialists for over 30 years, offer early delivery all models; exceptional after-sales service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

LANKESTER ENGINEERING Co., Ltd., offer immediate delivery Morris Oxford and Isis saloons, the latter at pre-increased price; also immediate delivery 5 & 10cwt vans; exchanges and deferred terms.—39-43, Eden St., Kingston-on-Thames. Kin. 3151-6. [0264/R

NASH

SOLE concessionaires for all Nash models, r.h.d., available, American and Canadian Forces personnel and members of the Diplomatic Corps supplied on a duty-free basis.

NASH CONCESSIONAIRES, Ltd., Albany St., London, N.W.1. Tel. Euston 5558. [0562/R

OLDSMOBILE

SOLE distributors for the United Kingdom.—Lex Garages, Ltd., 2, Lexington St., London, W.1. Gerrard 8600 (20 lines). [0576/R

PACKARD

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Gt. West Rd., Brentford, Middlesex. Ealing 3400 [0730/R

PEUGEOT

TOM KNOWLES.

TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 3673-4 [0898/R

G. K. BALLAMY, Automobile Engineers, Alfred Place, Worthing. Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. [4573

PANTILES SERVICE GARAGE, Ltd., Guildford 5326. Peugeot distributors for Kent, Surrey, North and East Hants, North and East Sussex; immediate delivery, dealers wanted, territory available. [N3035

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent).—127, High St., Croydon. Tel. Cro 7211/7217. [0391/R

PONTIAC

PONTIAC.—U.S. Concessionaires Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.3. Flaxman 7752-4. Also at Pontiac Works, Fernbank Rd., Ascot, Berks. [0950/R

RELIANT

CLAUDE RYE, Ltd., for your 1957 Reliant.—immediate delivery; exchanges welcome.—895-921, Fulham Rd., S.W.6. Renown 6174. [5179

RENAULT

DAUPHINE, immediate delivery; list price.—Tel. Farnham Lane Garage, Haslemere 1600. [5772

MARTIN VAUGHAN MOTOR Co., Ravensbourne Rd., Bromley, Kent. Ravensbourne 2291.—Renault Stockists. [0847/R

WELHAMS, Renault Sales and Service, Surbiton Hill Rd., Surbiton, Surrey. Elmbridge 1873. Distributors 1909. [N4070

FRED GUY for new Renaults; immediate delivery 750, terms and exchanges.—198, King St., W.6. Riverside 3131. [0085/R

RENAULT Dauphine saloon, green, immediate delivery.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Avenue, W.3. Acorn 3224. [5900

WILSONS AUTOMOBILES & COACHWORKS, Ltd., 1-3, Dorking Road, Epsom 3901, for the Renault 750, Dauphine and Fregate models. [N4085/R

BARNEHURST GARAGE, Ltd.—Renault distributors for Kent; immediate delivery of all models.—1-5, Barnehurst Rd., Bexleyheath 725. [0942/R

RENAULT sales and service; immediate delivery of 750 de luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. [0186/R

PERFORMANCE CARS, Ltd., Middx. distributors, all models available, demonstrations; part exchange valuation.—Great West Rd., Brentwood, Middx. Ealing 8841 (4 lines). [N3041

METROPOLIS GARAGES, Ltd., for early delivery of the new Dauphine with Ferlec automatic clutch as optional extra.—45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0626

AUTO SALES (LONDON), Ltd., North London distributors for Renault, can give early delivery of the 2-litre Fregate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.6. Tel. Mal. 5555. [0110/R

RILEY

MAYFAIR and West End agents; immediate delivery Pathfinder.

RIPCO, Ltd., 166, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [N3052

PERFORMANCE CARS, Ltd., Riley agents, Great West Rd., Brentford, Middx. Ealing 8841.

NEW Riley Pathfinder in stock, cedar green, bucket seats, overdrive; £1,475. [N3041

KDM & CHERRINGTON, Ltd., for Rileys; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

JOHN S. TRUSCOTT, Ltd., for Riley Pathfinder; immediate delivery.—173, Westbourne Grove, W.11. Bayswater 4274. [N4035

YOU will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727. [N1048

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange; h.p. terms.—Montrose Motors, Wembley 2636. [0765/R

RILEY Pathfinder, very latest specification, finished dual-tone grey-beige, maroon leather, bench seat, heater, tubeless tyres; one only available at current list price.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N 2. Tudor 2301-2. [N3018

ROLLS-ROYCE

CAR MART, Ltd.

OFFICIAL retailers, offer for future delivery the new Rolls-Royce Silver Cloud saloon; demonstration cars available.

CAR MART, Ltd., 320 Euston Rd., N.W.1. Euston 1212.

GLOUCESTER House, 150, Park Lane, W.1. (Corner Piccadilly.) Grosvenor 3434. [N1039/R

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers

SHOWROOMS and service

MAREFAIR, Northampton. Tel 31682 [0520/R

DAVID ROSENFIELD Ltd

OFFICIAL Rolls-Royce and Bentley retailers

SHOWROOMS: 338-42, Peter St., Manchester, 2. Deansgate 6871.

SERVICE Station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302 [0561/R

H. A. FOX & Co., Ltd., officially appointed Rolls-Royce retailers and service agents.—Showrooms and Head Office, 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 8822. [0139

ROVER

H

HENLYS, England's leading motor agents

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.) [0154/R

ROVER.

ODEON MOTORS Ltd., Barnet, Herts. Tel. Barnet 1144. [N3028/R

BURGE & INGLIS MOTORS, Ltd.

ROVER 75, ivory/red interior; immediate delivery, part exchanges welcome.—Dudden Hill Lane, N.W.10. Willesden 4869. [N4017

ROVER

COOMBES & SONS (GUILDFORD), Ltd., for Rover sales and service.

MAIN agents for South-West Surrey, St. Catherine's Garage, Guildford 62907-8. [0245/R

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers, Bromley. Rav. 3456. [0287/R

DORKING MOTOR Co., Ltd., main dealers.—New models in stock.—Dorking 2256. [N1088

BEXHILL.—F. Dodson, Ltd., Rover distributors, Sackville Garage, Middlesex Rd. Tel. 2582-3. [0951/R

SANDERSTEAD Main Agents, Leathwood's Garages, Ltd., 367, Limpsfield Rd., Sanderstead. Tel. Sanderstead 4478. [0063/R

DUNHAM & HAINES OF LUTON offer immediate delivery of all models.—Tel. Luton 2100-1, 46, Castle St., Luton, Beds. [N1079

CATERHAM, Purley and district, main dealers; early delivery of full range of Rover cars.—Layhams of Caterham. Tel. Caterham 2384. [0924/R

SIDNEY MARCUS, Ltd., Rover agents, new models, for delivery and demonstration.—33, Sloane St., S.W.1. Tel. Belgravia 3721. [N3006

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marefair, Northampton. Tel. 31682. [0001/R

T. BAKER & SONS OF READING.—Rover distributors, for your new Rover 90, 75 or 60; exchanges, terms.—35, Friar St., Reading. Tel. 3976. [9500

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1933.—Ace of "Herts" Garage, Watford 4026. [0782/R

METROPOLIS GARAGES, Ltd., offer a new Rover 60 saloon in black at 45, Earls Court Rd., Kensington, W.8. Wes. 4544. [0107

NEW Rover 90 saloon 1956 series, dark grey, red upholstery, part exchange or h.p. terms.—Harris-Mayes & Co., Watford 4026. [5787

NEW Rover 90 saloons, 1956 series, for disposal, choice of colour; enquiries invited for all Rover models.—R. P. Powell Motors, Ltd., Area Dealers, 321, Romford Rd., Forest Gate, E.7. Maryland 7781. [0457/R

ROSENFIELD for Rover, distributors for Lancashire and Cheshire.—David Rosenfield, Ltd., 38-42, Peter St., Manchester, 2. Deansgate 6871, Service station: Cheetham Hill Rd., Manchester, 8. Tel. Bla. 2302. [0866/R

LAND-ROVER

KDM & CHERRINGTON, Ltd., for Land-Rovers; terms and exchanges.—9, Albemarle St., W.1. Gro. 5551. [N2054

SIMCA

H. C. PAUL, Ltd., 32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2.—Immediate delivery of Simca cars. [N3040

MILESTONES (SERVICE GARAGE), Ltd., Simca distributors North Kent.—Ask for demonstration; immediate delivery, exchange, terms.—308, Erith Rd., Bexleyheath. Erith 2469 and 2629. [0109/R

MAYFAIR GARAGES, Ltd., accredited West End Simca stockists, for your new 1956 Aronde Elysee saloon; any car, motor cycle taken in exchange.—Balderton St. (opp. Selfridge's clock), W.1. Mayfair 5104-5. [N3009

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A

NEW Singer Gazelle is waiting for you to try at Automenders; come and prove for yourself that our enthusiasm for this wonderful new car is not misplaced; the fusion of Rootes and Singer was bound to produce an exceptional car but to be able to offer it at such a low cost indicates that demand is going to be really big.

PLEASE come and try for yourself and if you decide this is your car remember that as the only 100% Singer specialists in the country we can offer early delivery and service facilities second to none.

AUTOMENDERS, Ltd., Lowther Garage, Ferry Rd., London, S.W.13. Riverside 8291-2-3. [0757/R

WM

WELBECK MOTORS, Ltd., largest Singer dealers in the country; constantly at your service.

WELBECK MOTORS, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. [N4049

GATEHOUSE offer:—

EARLY delivery of Singers.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel Mountview 4444. [N2021

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 481-2-3, offer:—

NEW Gazelle convertible, red and black.

NEW Gazelle saloon, early delivery. [N1001

EAST KENT distributors.—Alan Pickett Motors, Ltd., Margate and Sandwich. Thanet 20401-2. [4331

HALIFAX.—Allen & Clark (Halifax), Ltd. Tel. 61268. Singer area dealers. [5559

IMMEDIATE delivery of the Singer Gazelle.—Lockhart's Service Depot, Dunstable. Tel. 114. [0120/R

CROYDON.—H. Harmer Car Sales, Ltd., dealers. 444-8, Brighton Rd., South Croydon. Uplands 8629. [0681/R

ORDER the new Singer Gazelle now in stock at Holland Park Autos, 142, Holland Park Ave., W.11. Park 2626. [N2065

BROMLEY.—Order your new Singer from Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2. [N2073

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FOR the new Sportsman and Vanguard

ESTATE cars, part exchanges, h.p. terms.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hil. 1044.) [4183

NEW CARS FOR SALE

STANDARD

L. F. DOVE, Ltd.

AREA main dealers.

SEE it; try it; buy it.

69 The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077

GATEHOUSE offer:—

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London N.6. Tel. Mountview 4444. [N2021

BURGE & INGLIS MOTORS, Ltd.

STANDARD Super 8, black/red vynide; Phase III Vanguard, black/grey with red interior; immediate delivery, part exchanges welcome.—Dudden Hill Lane, N.W.10. Willesden 4669. [N4017

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery Phase III Vanguard saloon.

PART exchanges. Self-financed terms, 5% interest. Open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Standard retail dealers, invite you to inspect the full range of Standard cars that are available for immediate delivery.
BERKELEY Sq., London, W.1. Gro. 4343. [0856/R

GEORGE BOYLE (SPORTS CARS), Ltd., Mollington

WE have in stock the famous new Standard Family 10hp saloon, ideal for trials, rally work and complete with over twin carburettor conversion, modified engine and Anti-Roll Bar.
PRICE complete £669 17, ex works.

MESSRS. GEORGE BOYLE (SPORTS CARS), Ltd., Wheatsheaf Garage, Parkgate Rd., Gt. Mollington, Nr. Chester. Tel. No. Great Mollington 353-4-5. [4759

LANKESTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton. Elmbridge 1184-5.

STANDARD & Triumph Distributors in Surrey since 1911; immediate delivery of all models.

DEMONSTRATION cars available; exchanges and deferred terms and Stanhire transacted. [0402/R

IMMEDIATE delivery Standard Vanguard Phase III saloon, beige/green, brown leather; £914/17.

CHARLES RICKARDS, Ltd., 56, Bayswater Rd., W.2. Pad. 3440. [N3050

KJ MOTORS, Ltd., N.W. Kent's leading Standard, Triumph area dealers.—Bromley. Rav. 3456. [0484

STANDARD Family 10, beige and Family 8, grey, immediate delivery.—Salmons Garages, Ltd. Temple Bar 3359. [N4029

JOHN S. TRUSCOTT, Ltd., for Standard; immediate delivery; Stanplan details on request; exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. [N4035

STANDARD 10 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

STANDARD 8 saloon.—Try Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018

IMMEDIATE delivery 8 and 10hp saloons, estate cars, Vanguard Ph. III.—S. Morris & Company, 40, Conduit St., W.1 Tel. Regent 0424 (6 lines). [0416/R

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon. Cro. 6088. Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R

PHASE III Vanguard, immediate delivery; also 8 and 10hp saloons at pre-increase prices.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Belgravia 3721. [N3006

FAMILY 8 saloon and Vanguard Phase III saloons, immediate delivery on "Stan-Hire" hire purchase, part exchanges.—King's Motors, 1, High St., Hounslow. Tel. 3532. [N2049

NEW Standard 8 and 10 saloon, also Vanguard Phase III, black, immediate delivery, one Standard 10 family saloon, pre-increase price.—Robbins, East Putney. Tel. 7881. [N3010

ROSE & YOUNG, Ltd.—New Standard Vanguard and Standard Family 10, as new, reduced prices.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 min. Streatham Hill Station). Tulse Hill 6464. [N3057

DUDLEY COBBOLD AUTOMOBILES for immediate delivery Vanguard Phase III saloons, Super 10, Family and Super 8 saloons.—208-10-16, The Broadway, Wimbledon, S.W.19. Cherrywood 3366-7. [0955/R

WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models, including a limited number of 8 and 10hp, at the pre-increased price.—34, Acre Lane, S.W.2. Brixton 4011, 1-3, Dorking Rd., Epsom 3901. [4085/R

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A LIMITED number of new 1956 Studebakers, 4-door saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henly House, 385, Euston Rd., N.W.1. Euston 4444. [0090/R

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EXCLUSIVE Rootes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part exchanges; confidential credit facilities; see the wonderful Rapier at:—
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SUNBEAM Rapiers & Mk. III saloons, all colours, available for immediate delivery.—35-41, Holdenhurst Rd., Bournemouth. Tel. B'mouth 4161. [N2079

BARNET area.—Sunbeam main dealers.—Hadley Green Garages, Ltd., 202-4, High St., Barnet 0332. [0413/R

SUNBEAM

SUNBEAM Rapier saloon, black/yellow.—Brew Brothers, Ltd., 153, Old Brompton Rd., S.W.7. Fremantle 3333 [N1085

SUNBEAM.—Smith Auto Co., Ltd., Area Dealers for Rootes Group, offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 3 lines.) [0869/R

PHILLIPS MOTORS, Official Rootes Retailers will demonstrate Sunbeam cars anywhere; self-drive car loaned free to customer whilst car is undergoing service or accident repair; usual h.p. terms or special rental agreement; part exchange.—77, Chalk Farm Rd., N.W.1. Primrose 6666. [N3106

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AREA main dealers.

TR3s; part exchanges, h.p. terms.

HALLS (FINCHLEY), Ltd., 886, High Rd., North Finchley (Tally Ho), London, N.12. (Hil. 1044.) [4184

L. F. DOVE, Ltd.,

THE official TR centre.

SEE it; try it; buy it.

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ROWLAND SMITH'S for Triumph.

PART exchanges; self-financed terms 5% interest; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers, offer immediate delivery TR3 models; demonstrations and part exchange arranged.
BERKELEY Sq., London, W.1. Gro. 4343. [0840/R

TR2.—We value cars in part exchange.—Performance Cars, Brentford, Middx. Ealing 8841. [N3041

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WILSONS AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of all models.—34, Acre Lane, S.W.2. Brixton 4011, 1-3, Dorking Rd., Epsom 3901. [N4085/R

LANKESTER ENGINEERING Co., Ltd. (distributors in Surrey since 1911).—Immediate delivery TR3 hardtop, colour green, black top; exchanges and deferred terms.—80-83, Victoria Rd., Surbiton. Elm 1184-5. [0895/R

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VAUXHALL cars.—Shaw and Kilburn, Ltd., Showrooms:—
4-6, Berkeley Sq., W.1. Grosvenor 4328.

PARTS and service: Western Ave., W.3. Acorn 4641 [0019/R

KJ MOTORS, Ltd., main dealers, all models, immediate delivery, Bromley. Rav. 3456. [0221/R

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 80, Clapham Rd., S.W.9 (close to Oval Underground).

VAUXHALL main dealers, spares and service. Tel. Reliance 4211 (extension 10 or 19). [0808/R

VAUXHALL Cresta 1956, unregistered, choice of colour; £875.—City Motors, George St., Oxford 48021. [5771

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LYTTELTON GARAGE, Ltd., Hampstead Garden Suburb, Official Vauxhall Agents; quick deliveries; part exchange; yearly contracts; specialised service.—Lyttelton Rd. (A.I.), N.2. Speedwell 3500/3350. 0621/R

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VW

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BRADSTOCK MOTORS, Ltd.

VOLKSWAGEN agents of the south, offer:—

DELIVERY from stock, demonstration and enquiries, will receive our immediate attention.—Works and showrooms, Chase Rd., Epsom. Tel. Epsom 5696/7. [N109C

THE VOLKSWAGEN CENTRE

FOR all enquiries and demonstrations; see the new colour range; we can supply dual colours at only £5 extra.

COLBORNE GARAGE, Ltd., Ripley, Surrey. Tel. Ripley 2361. The original distributors. [0017/R

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2-3, offer:—

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SUSSEX distributors.—Prestwich (Hove), Ltd., St. John's Rd., Hove. Tel. 34037-8. [0190/R

SOUTH Yorkshire and North Derbyshire.—Distributors, J. Gilder & Co., Ltd., Cambridge St., Sheffield, 1. Tel. 26358-9. Complete facilities. [0128/R

CROYDON.—II, Harmer Car Sales, Ltd., area dealers: 444-8, Brighton Rd., South Croydon. Uplands 8629.

DONALD VINCE OF CROYDON have cars and transporters always in stock.—153-162, London Rd., Croydon. Tel. 9546. [0341/R

ALL models! Terms, exchange; cars bought; repairs seat covers, £5.—Tarrant & Frazer, 10, Winchester Mews, N.W.3. Pri. 6159. [N4100

VOLKSWAGEN

BROMLEY.—Volkswagen for immediate delivery.—Johnson & Brown, 268-270, High St., Bromley. Ravensbourne 8841-2 [N2075

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses.

129—131, Old Brompton Rd., S.W.7. Fre. 7722. [0900/R

DISTRIBUTORS Devon, Cornwall and Somerset; demonstration models.—Lisburne Garage, Babbacombe Rd., Torquay 7041. [0785

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire.—Sales, spares, service.—Tel. Ardwick 4361-7. [0519

N.W. LONDON authorised dealers delivery from stock, demonstration any time; exchanges, terms.—Walter Scott, Ltd., 39, College Crescent, N.W.3 (Swiss Cottage Tube). Pri. 4466. [N4006

PRIDE & CLARKE, South London distributors.—All models available; any car welcomed in part exchange; tax and insurance included in terms over 2 years.—Stockwell Rd., S.W.9. Brixton 6251. [N3068

DAVIES MOTORS, Ltd., official distributors, demonstration cars available, latest models on display; full service and spares facilities; open on Saturday afternoon.—273, London Rd., Staines. Tel. 4211 (five lines).

V & F MONACO MOTORS for Volkswagen; immediate delivery saloons, early delivery vans, pick-ups; terms, exchanges.—6, Astwood Mews, Courtfield Rd., S.W.7. (Near Gloucester Road Stn.) Fremantle 4414. [0851/R

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; exchanges, terms; demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy; double the distance at half the cost.—Details:
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EW

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WOLSELEY distributors.

OFFER brand new!!! Wolseley 6/90 Series I saloon, overdrive, all standard model, at substantial price reduction.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3348. [N1081

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15/50 saloon on view, early delivery all models.

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NEW Wolseley 4/44 and 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [N4009

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6/90 saloon, new and unregistered, offered considerably below current list price; new 15/50 Yukon, grey, immediate delivery.—Harry S. Lee, Glemsford, Suffolk. 210. [5558

R. C. WIMBUSH, Ltd., Wolseley stockists; offer early delivery 6/90 and 15/50 saloons; part exchange and h.p. facilities.—312, Earls Court Rd., London, S.W.5. [N4056

CLARKE & SIMPSON, Ltd., for Wolseleys; you will always do better by personal contact with Mr. Clarke or Mr. Simpson.—49, Sloane Sq., S.W.1. Tel. Sloane 4727 [N1048

JACK ROSE, Ltd., Wolseley Agents; orders accepted for 15/50 and 6/90 saloons.—Stafford Rd., Wallington, Surrey. Wallington 6677. High St., Banstead. Burgh Heath 2376. [N3056

PLANNING to buy a new Wolseley? Then you cannot do better that call at the Ferraris Annual Motor Exhibition to see the popular 15/50 saloon; bring along your family and friends, open 9 a.m. to 8 p.m. from 20th to 27th October (closed Sunday).
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MEBES & MEBES, Ltd. (est. 1893).—Wolseley specialists for over 30 years, offer immediate delivery of 15/50 and 6/90 saloons, with exceptional after-sales service facilities; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

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ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012/R

MEBES & MEBES, Ltd. (est. 1893), offer specialist service facilities for their full range of new cars; part exchanges and extended payments.—The Broadway, Mill Hill, N.W.7. Mil. 2040/6642. [N3012

MARSTON MOTOR Co., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover; full sales and service facilities; hire purchase and insurance arranged immediately; call, 'phone or write.—Marston Motor Co., Ltd., Sta. 8000. [0178/R

BRITAIN and back; the new car of your choice bought without purchase tax from £350 can await your arrival at London Airport; use it for your leave and let us arrange shipment back, and complete all formalities without charge for our services, gladly given; immediate air-mailed reply from Steele, Griffiths, Ltd. London, S.E.5, England. [0852/R

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BROMLEY.—Johnson & Brown, 268-270, High St. Ravensbourne 6941. A.C. Distributors West Kent.

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broadfield Rd. Tel. 52404/5. Distributors.

SURREY.—Anthony Crook, High St., Esher. Tel. Esher 4580. Distributors.

ABARTH-FIAT

SURREY.—Anthony Crook, Sole Concessionaires in U.K., High St. Esher Esher 4580.

ALFA-ROMEO

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Agents.

ALVIS

CHELMSFORD.—County Motor Works (Chelmsford), Ltd., Duke St. Chelmsford 3674 (3 lines). Alvis distributors.

ETON.—Eton Garages, Ltd., 124, High St., Windsor. Tel. Windsor 2782. Distributors.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55, Burnage Lane. Rus. 2874/5. Alvis Main Agents.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. Distributors.

READING (Berks).—T. Baker & Sons, 35 & 37, Friar St. Reading 3976. Distributors.

ARMSTRONG SIDDELEY

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Bexleyheath 1666. Armstrong Siddeley area dealers.

BIRMINGHAM, 18.—Frank Moseley (A.S. & S.), Ltd., Cope St., Ladywood. Tel. Edg. 0916/7. Distributors.

BOURNEMOUTH.—Pass & Joyce, Ltd., Bourne Court, The Square. Bournemouth 3562. Armstrong Siddeley Distributors.

CHELMSFORD.—County Motor Works (Chelmsford), Ltd., Duke St. Chelmsford 3674 (3 lines). Area Dealers.

COLCHESTER.—Service Garage (South Eastern), Ltd., 85, East Hill. Tel. Colchester 2772. Distributors.

CROYDON (Surrey).—Central Garage (Croydon) Ltd. Fell Rd. Tel. 7464. Armstrong Siddeley main dealers.

EPSOM.—Wilson's Automobile & Coachworks Ltd., 1, Dorking Rd. Epsom 3901. Armstrong Siddeley distributors.

EXETER.—Locomotors, Ltd., 85-88, Sidwell St. Tel. Exeter 54923/4. Armstrong Siddeley retail dealers.

GLASGOW.—Taggarts (Glasgow), Ltd., 87, Bothwell St. Tel. Central 1826/7. Armstrong Siddeley distributors.

HARLOW (Essex).—Parsons & Parsons (Garages), Ltd., Potter Street 121/3/5. Distributors for West Essex.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Retail dealers.

LONDON, W.1.—Pass & Joyce, Ltd., sole distributors London & 5 Home Counties, 184, Gt. Portland St. Museum 1001.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., 34, Acre Lane, Brixton. 4011. Retail dealers.

NEWCASTLE (Staffs).—Peppers Garages, Ltd., Grosvenor Garage, London Rd. Tel. 64781. North Staffs distributors

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay Street. Tel. 545. Armstrong Siddeley Agents.

NORTHAMPTON.—Hamtune Motors, Ltd. Park Garage, Wellington Rd., Weston-Favell. Tel. 32107. Distributors

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Emberbrook 5551. Armstrong Siddeley area dealers.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd. Waltham Cross 4201. Dealers.

WINCHESTER.—Winchester Motor Co., Ltd., St. Cross Rd. Tel. 3231/2. Armstrong Siddeley area dealers.

ASTON MARTIN

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St. St. Neots 37. Distributors.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Emberbrook 5551. Aston Martin retail dealers.

WALTON-ON-THAMES.—H. W. Motors, Ltd., Bridge Motor Works. Tel. 2404/5/6. Distributors.

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd.—Union Row. Aberdeen 29155 (4 lines). Austin distributors.

ABERGAVENNY (Mon).—Jones Bros., Park Road Garages. Tel. 433. Austin main dealers.

ASHFORD (Middx).—Herbert & Mills, Ltd., Church Rd. Tel. Ashford 2960. Austin retail dealers.

BATTERSEA, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Stocking dealers.

BEACONSFIELD (Bucks).—The Beaconsfield Motor Co., Ltd. Tel. 18 and 972. Austin retail dealers.

AUSTIN—*Continued*

BEXLEYHEATH.—Barnehurst Garage, Ltd.—1-9, Barnehurst Rd. Bexleyheath 725 & 9159. Retail dealers.

BEXLEYHEATH (Kent).—Hills Garage, Ltd., Crook Log. Tel. 263, 4281, 2031. Austin stocking dealers.

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Bexleyheath 1666. Austin agents.

BILLERICAY (Essex).—W. H. Arthur & Co., Ltd., Station Garage. Tel. Billericay 110. Dealers.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4570 & 5477/8/9. Austin retail dealers.

BIRMINGHAM, 6.—Flewitt, Ltd., 120-122, Alma St. Aston Cross 3206/7/8. Retail dealers.

BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-365, Moseley Rd. Tel. Calthorpe 1131/2. Retail dealers.

BIRMINGHAM, 24.—Yenton Garage Co., Ltd., 724, Chester Rd. Tel. Erd. 2226. Retail dealers.

BIRMINGHAM, 31.—Tessall Garage, Ltd., Bristol Rd. South. Priory 1014 & 5852. Retail dealers.

BLACKWOOD (Mon).—Alfred Chaston, Ltd. Tel. Blackwood 3165/6. Austin area main dealers.

BLETCHLEY (Bucks).—E. Vaughan, 10-14, Aylesbury St. Tel. 166. Austin dealers.

BOURNEMOUTH.—Bournemouth Imperial Motors, Ltd., 185-7, Christchurch Rd. Tel. B'mth. 6365 (4 lines). Distributors.

BOURNEMOUTH (Hants).—Keystone Garage, Ltd., Exeter Rd. Tel. 4433. Austin authorized stocking dealers.

BRENTFORD (Middx).—Lex, The Dome, Great West Rd. Tel. Ealing 2275. Austin retail dealers.

BROOKMANS PARK (Herts).—Brookmans Park Motors. Tel. Potters Bar 2206 (3 lines). Retail dealers.

BURNHAM (Bucks).—W. J. Sands & Sons, Ltd., High St. Tel. 1064. Area dealers.

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House, Jesus Lane. Tel. 4215. Austin distributors.

CHISWICK, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Direct retail dealers.

COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Rd., Hooley. Downland 237. Area dealers.

COVENTRY.—Sam Robbins, Ltd., 30, Cox St. Tel. Coventry 63242/3. Austin main dealers.

CROYDON.—Leathwood's Garages, Ltd., 203, St. James's Rd. Thornton Heath 1222. Retail dealers.

CROYDON.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., East Croydon. Addiscombe 3066 (4 lines). Distributors.

CROYDON.—Milne & Russell, Ltd., 1, Brighton Rd. Croydon 3656/7/8. Main dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. 2266. Nuffield retail dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Area dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines). Retail dealers.

DUMFRIES.—A. C. Fenman, Ltd., Irish St. Tel. 1957/8. Austin main dealers.

DUNTON GREEN (Kent).—Jessup's Garage, Ltd. Tel. Dun'on Green 239. Austin stocking traders.

DURRINGTON.—R. Hardy & Son, Ltd., The Boulevard, West Worthing. Goring-by-Sea 43544/5/6 Retail dealers.

EDGWARE (Middx).—Deansbrook Garage, 150, Hale Lane. Tel. Mill Hill 2244. Retail dealers.

EDGWARE (Middx).—S. Bowen & Sons, Ltd., Hillside Garage High St. Edgware 4464/5. Retail dealers.

EDMONTON, N.9.—Grove Garages & Motors, 293-7, Fore St. Edmonton 4162 & 6050. Retail dealers.

EGHAM (Surrey).—Merry's, Station Rd. Tel. Egham 456. Austin retail dealers.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2981. Main dealers.

ENFIELD (Middx).—Richard France, Ltd., 63-69, Lancaster Rd. Tel. Enfield 6727. Austin retailers.

ENFIELD.—D. J. Shepherd & Co. (Enfield), Ltd., 434-436, Hertford Rd. Howard 1631 & 2923. Main dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 5611. Retail dealers.

EVERCREECH (Somerset).—R. Whitehead & Son. Tel. 393 & 243. Austin stocking dealers.

EXETER.—A. J. Beal, Ltd., 22-23, Queen St. Exeter 75237. Austin retail dealers.

EXETER.—Locomotors, Ltd., 85-88, Sidwell St. Tel. Exeter 54923/4. Austin retail dealers.

FARNHAM (Surrey).—Heath Bros. (Frensham), Ltd. Tel. Frensham 60. Austin retail dealers.

FOLKESTONE.—County Motors (Kent), Ltd., 137, Sandgate Rd. Tel. 51751. Austin distributors.

GRANTHAM.—North Road Garages (Gt. Ponton), Ltd., Great Ponton. Gt. Ponton 251/2. Retail dealers.

HARROW.—Buntings Motor Exchange, Ltd., Bonnersfield Lane. Tel. Harrow 6225/6. Austin area dealers.

HARROW (Middx).—Central Motors (Harrow), Ltd., 98, 105, 106, Pinner Rd. Tel. 1707. Retail dealers.

HARROW (Middx).—Northern Motors of Harrow 186-194 Pinner Rd. Harrow 4444. Austin retail dealers.

HEMEL HEMPSTEAD (Herts).—Snoxalls Garage, Ltd., London Rd. Tel. Boxmoor 153. Main agents.

AUSTIN—*Continued*

HERTFORD.—Alfred E. Neale & Son, Ltd., Austin House, London Rd. Hertford 2561. Main agents.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Hoddesdon 4021/2. Retail dealers.

HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Rd. Tel. 2205. Dealers.

HORSHAM.—Jackson Bros. (Horsham), Ltd., London Rd. Tel. 4311. Austin area dealers.

HUNTINGDON.—S. V. Robinson's Garage, Kimbolton. Tel. Kimbolton 232. Austin dealers.

IGHTAM, Nr. Sevenoaks.—Durlings Garage. Tel. Borough Green 114. Retail stocking dealers.

IPSWICH.—A. E. & L. Crawley, 7-9, Woodbridge Rd. Tel. 3066. Austin stocking dealers.

KENSINGTON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Rd. Frobisher 8161 (10 lines). Retail dealers.

KENTON (Middx).—Kenton Central Garage, Ltd., Kenmo House, 381, Kenton Rd. Wordsworth 0251. Dealers.

KINGSBURY, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Colindale 6134/5/6. Retail dealers.

KINGSTON-ON-THAMES.—Bentalls, Ltd., Wood St. Tel. Kingston 1001. Austin retail dealers.

LEICESTER.—The County Garage (Leicester), Ltd., Aylestone Rd. Tel 20247/8 Austin retail dealers.

LEICESTER.—Vaughan-Harbourne, Ltd., Austin House, 10-18, Wellington St. Tel. 58291. Distributors for Leicester and Rutland.

LONDON, W.1.—R. Hardy & Son, 52-55, Marylebone High St. Welbeck 1101/5. Retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Langham 3506/7. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600. Austin retail dealers.

LONDON, W.1.—E. L. Mendel, Ltd., 85, Gt. Portland St. Langham 2261. Retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Agents.

LONDON, W.1.—Offord & Sons, Ltd., 67, George St. Welbeck 6899. Main agents.

LONDON, W.1.—Philip Rickards, Ltd. 4, Brick St., Park Lane. Grosvenor 4772 & 4357. Retail dealers.

LONDON, W.1.—Poland Street Garage, 49-53, Poland St. Tel. Gerrard 9010. Austin dealers.

LONDON, W.3.—Whitby of Acton, 273, The Vale, Acton. Shepherds Bush 5355. Retail dealers.

LONDON, W.5.—A. E. Hill & Sons (Ealing), Ltd., Florence Rd. Garage. Tel. Ealing 0322 & 1762. Austin dealers.

LONDON, W.5.—Mall Motors, Ltd., 18-19, The Mall, Ealing. Ealing 4683 & 7900. Dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riverside 3665/6. Austin retail dealers.

LONDON, W.14.—Drayson Motors, Ltd., 1a, Hammersmith Rd. Fulham 3425. Austin retail dealers.

LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampton St. Works, Grays Inn Rd. Terminus 4461. Agents.

LONDON, W.C.2.—Salmon Garages, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3338/9. Retail dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstone 2480. Dealers.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd. Maida Vale 5555 & 2155. Dealers.

LONDON, N.W.7.—Ferguson & Curtis, Parkside Garage, Mill Hill. Tel. 1922. Retail dealers.

LONDON, N.W.8.—Finchley Road Garage, Ltd., 335, Finchley Rd., Hampstead 2252. Stocking dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Agents.

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd., Dudden Hill Lane. Willesden 4869. Austin dealers.

LONDON, N.W.10.—Lex, Ace Corner, North Circular Rd. Tel. Elgar 5585 & 7680. Retail dealers.

LONDON, N.1.—Benco Motors, Ltd., 303, Essex Rd. Tel. Canonbury 6146. Retail dealers.

LONDON, N.6.—Martin Motors (Highgate), Ltd., Highgate High St. Tel. Mountview 3413. Austin stockists.

LONDON, N.8.—Ellis & Co., 44-56, High St., Hornsey. Mountview 2255. Retail dealers.

LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

LONDON, N.14.—Springfield Garages, Ltd., Winchmore Hill Rd., Southgate. Palmers Green 5576. Retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill 8000. Agents.

LONDON, N.17.—Hale Motors (Tottenham), Ltd., The Hale, Tottenham. Tel. 7771/2/3/4. Stocking dealers.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-808, Green Lanes, Winchmore Hill. Laburnum 6652/3/4. Dealers.

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham. Grangewood 2933. Dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133-135, High St. South, East Ham. Grangewood 2530 & 5834. Retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

AUSTIN—*Continued*

LONDON, E.7.—Youngs of Forest Gate, Ltd., 607, Romford Rd., Forest Gate. Grangewood 0027/8/9 Main agents.

LONDON, E.8.—Lex, 183, Dalton Lane. Tel. Amherst 2251. Austin retail dealers.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 6671/2. Stocking dealers.

LONDON, S.E.6.—A. J. Allen & Son, Ltd., Bromley Rd. Hither Green 1144. Agents.

LONDON, S.E.6.—Locomotors, Ltd., 40, Rushey Green, Catford. Tel. Hither Green 4433/4. Retail dealers.

LONDON, S.E.10.—East Greenwich Garage, Ltd., Trafalgar Rd., Greenwich. Gre. 4776/7. Retail dealers.

LONDON, S.E.14.—M.B. Motors, 334-336, New Cross Rd. Tideway 3779. Austin main agents.

LONDON, S.E.20.—Harold G. Cole & Co., Ltd., Ancaster Garage, Croydon Rd., Penge. Sydenham 4415/6. Retail dealers.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Gipsy Hill 0083. Stocking dealers.

LONDON, S.E.23.—F. H. Brackpool & Co., 224a, Stanstead Rd., Forest Hill 2585. Stocking dealers.

LONDON, S.E.23.—Hartley's Garage, Ltd., 165-171, Stanstead Rd. Forest Hill 2244. Austin stockists.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale, Forest Hill 1838. Retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. Forest Hill 9351. Stocking contractors.

LONDON, S.W.1.—C. G. Norman & Co., 50, Vauxhall Bridge Rd. Tel. Victoria 2211.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Sloane 9288. Retail dealers.

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre Lane, Brixton 1155. Austin main dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Austin retail dealers.

LONDON, S.W.3.—U.S. Concessionaires, Ltd., Pontiac Works, Jubilee Place, Chelsea. Flaxman 7752/3/4. Retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd., Fremantle 8401. Retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd. Ken. 2477/8. Retail dealers.

LONDON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., 34, Acre Lane, Brixton 4011. Retail dealers.

LONDON, S.W.12.—H.W.H. Engineering Co., Ltd. 39, Nightingale Lane, Battersea 4051. Retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kin. 8333. Austin retail dealers.

LONDON, S.W.16.—Astoria Garage (Streatham), Ltd., Gracefield Gardens, Streatham. Streatham 3341/2. Austin dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Pollards 2100. Retail dealers.

LONDON, S.W.16.—Streatham Motor Garage & Elec. Eng. Co., Ltd., 45-45, Mitcham Lane. Streatham 2014/6. Retail dealers.

LONDON, S.W.17.—Burt's Garage, 60-60a, Trinity Rd. Tel. Balham 3133/4. Austin agents.

LONDON, S.W.18.—Stadium Service Station, 91-109, Garratt Lane, Wandsworth. Battersea 5770. Retail dealers.

LONDON, S.W.19.—Ivor Hill, Ltd., Revelstoke Rd. Tel. Wim. 5686. Austin retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton), Ltd., 199, High Rd., Loughton 6262. Stocking dealers.

MALVERN LINK.—Richmond Garages (Malvern), Ltd., Worcester Rd. Tel. Malvern 147. Austin dealers.

MANCHESTER, 14.—Culver's Car Mart, Ltd., Moseley Rd., Fallowfield. Tel. Rus. 6267/8. Austin dealers.

MARKET HARBOROUGH.—The Regent Autocar Co., Ltd., Leicester Rd. Tel. 2248/9. Main agents.

NEWPORT (Mon).—Jones The Austin People, Kingsway. Tel. 62263. Austin main dealers.

NEWTON ABBOT (Devon).—A. C. Bulpin & Son, Ltd. Newton Abbot 575. Main dealers.

NORTH CHEAM (Surrey).—Lex, 585, London Rd. Tel. Derwent 2266/7. Austin retail dealers.

NOTTINGHAM.—Atkeys of Nottingham, Ltd., 20, Lower Parliament St. Tel. 53574. Austin distributors.

PALMERS GREEN, N.13.—Saul & Slatter, Ltd., Aldermans Hill. Foxlane 1066 (5 lines). Main dealers.

PETERBOROUGH.—Marshalls (Cambridge), Ltd., Austin House, 63, Bridge St. Tel. 4641/2/3. Austin main dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888 (4 lines). Retail dealers.

PLYMOUTH.—Olfords Garage, 87, Crownhill Rd., Crownhill. Tel. Plymouth 72345. Austin agents.

PONDERS END, Enfield.—Walters (Motors), Ltd., 356-360 High St. Howard 1646 & 1931. Retail dealers.

POTTERS BAR (Middx).—W. Burgoyne & Sons, Ltd., 48, High St. Tel. 2081.

PUTNEY, S.W.15.—Robbins of Putney, 95-98, Upper Richmond Rd. Putney 7881/5. Retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2545. Austin retail agents.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel 20 Retail dealers.

AUSTIN—*Continued*

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. 61200. Austin retail dealers.

ROTHERHAM.—J. Clayton & Sons, Motor House, Westgate Tel. 5656. Austin main dealers.

SANDERSTEAD (Surrey).—Sanderstead Court Garage, Ltd., 145, Limpsfield Rd. Tel. 2251. Austin dealers.

SHEFFORD (Beds).—Masons Garage (Shefford), Ltd., Clifton Rd. Tel. 346. Austin main agents.

SIDCUP (Kent).—G. Sheppard & Son, Ltd., 15, Rectory Lane. Footscray 2132 & 2589. Retail dealers.

SITTINGBOURNE (Kent).—E. G. Pritchard, Ltd., Chalkwell Rd. Rel. 885/6. Austin stockists.

SLOUGH.—W. J. Sands & Sons, Ltd., Farnham Rd. Tel. 24001. Area dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., Empire Garage, St. Paul's Rd. Smethwick 1138/9. Retail dealers.

SMETHWICK (Staffs).—Ken Wharton, Hume St. and Bearwood Rd. Tel. Sme. 0613 and Bea. 1325. Austin distributors.

SOUTHALL (Middx).—Rusticum Service Station, Ltd., Norwood Green. Tel. Southall 2730.

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd. Tel St Albans 52050 & 53830. Dealers.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St St. Neots 37. Main dealers.

STAINES (Middx).—Davies Motors, Ltd., 273, London Rd. Staines 4212 (5 lines). Austin stocking traders.

SUTTON (Surrey).—William Leeding & Sons, Ltd., 111, High St. Vigilant 7694. Retail dealers.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Rd. Tel. Swindon 4035 (2 lines). Austin distributors.

TENTERDEN (Kent).—Jarvis Brothers (Engineers), Tel. Tenterden 69. Austin retail dealers.

TUNBRIDGE WELLS.—A. A. Cundell, Ltd., Calverley Garage, Crescent Rd. Tel. 789. Stocking dealers.

TUNBRIDGE WELLS.—E. G. Miles & Son, Grove Garage, Mt. Sion. Tunbridge Wells 331. Stocking agents.

TUNBRIDGE WELLS (Kent).—G. E. Tunbridge, Vale Rd. Tel. 3416/7. Austin main dealers.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. Johns Rd. Southborough 1000 (3 lines). Area dealers

TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. Austin main dealers.

UXBRIDGE (Middx).—Locomotors, Ltd., 122-123, High St. Tel. Uxbridge 6371/2/3. Retail dealers.

WALLINGTON (Surrey).—Kirkway, Ltd., Austin House, 166, Stafford Rd. Wallington 2000 & 2001. Distributors

WALTHAM ABBEY.—Hazlemere Motor Co., Ltd., Highbridge St. Waltham Cross 2275/6/7. Retail dealers.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Rd. Tel. Harrow 3432/3. Retail dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd. Tel. Arnold 4567. Retail dealers.

WEMBLEY.—Sudbury Court Motors, Ltd., 979, Harrow Rd., Sudbury. Arnold 2345 & 1097. Retail dealers.

WESTCLIFF-ON-SEA (Essex).—Moss Bros. (Motors), Ltd., 355-359, London Rd. Southend 43688 & 43837. Stockists.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Weybridge 233 (5 lines). Main dealers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Austin main dealers.

WOKING.—L. F. Dove, Ltd., Guildford Rd. Woking 1282 (3 lines). Retail dealers.

WOKING.—Inkerman Motor Co., Hermitage Rd., St. Johns. Brookwood 2324. Austin dealers.

WOLVERTON (Bucks).—W. G. Sellick & Son, New Bradwell Wolverton 3117. Austin retail dealers.

WORTHING (Sussex).—Ferring Motors, Ltd., Ferring. Tel. Goring-by-Sea 43291/2. Austin stocking trader.

AUSTIN-HEALEY

PONDERS END, Enfield.—Walters (Motors), Ltd., 356-360, High St. Howard 1646 & 1931. Retail dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/5. Retail dealers.

BENTLEY

GRIMSBY.—D. H. & A. H. Bloomer, Maude St. Tel. Grimsby 5488/9. Bentley special retailers.

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444. Bentley retailers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St. Mayfair. Mayfair 6266. Official retailers.

LONDON, W.1.—H. R. Owen, Ltd., 17, Berkeley St. Tel. Mayfair 9060 (10 lines). Retail dealers.

PIRBRIGHT (Surrey).—Clarke's of Pirbright, Ltd., Guildford Rd. Brookwood 2201. Bentley retailers.

PRESTON (Lancs).—Loxhams Garages, Ltd., Rolls-Royce and Bentley Showrooms, Fishergate. Preston 4242. Special retailers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Weybridge 233 (5 lines). Special retailers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Retail dealers.

B.M.W.

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd. Hounslow 0011. Sole concessionaires for Great Britain.

BOND MINICAR

FARNHAM (Surrey).—Ridgeway Rd. Garage. Tel. 5948. Bond Minicar area agents.

NEWCASTLE (Staffs).—H. A. Eastwood, Deansgate Garage, Keele Rd. Tel. 65125. Bond Minicar distributors.

PORTSMOUTH.—John Fisher, 201-205, New Rd. Tel. 73395. Bond distributors.

PRESTON.—Jaguar House, Blackpool Rd. Tel Preston 86261. Bond Minicar distributors.

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd. St. Albans 52050 & 53830. Distributors.

WOLVERHAMPTON.—Harmans Motor Service, Ltd., 38-40, Compton Rd. Tel. 24391. Bond Minicar distributors.

BORGWARD

BOURNEMOUTH (Hants).—Swanmore Garage, Ltd., 1176-1180, Christchurch Rd., Boscombe East. Main dealers. Southbourne 43344/5.

COLCHESTER.—Service Garage (South Eastern), Ltd., 85, East Hill. Tel. Colchester 2772. Distributors.

HORLEY (Surrey).—F. Fairman & Sons, Ltd., Victoria Rd., Horley 17. Distributors Surrey, Sussex.

LONDON, S.W.5.—Metcalfe & Mundy, Ltd., 280, Old Brompton Rd. Fremantle 5471. Sole concessionaires.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. 545. Borgward distributors.

PORTSMOUTH.—John Fisher, 201-205, New Rd. Tel. 73395. Borgward distributors.

WOODFORD.—Hills Garage (Woodford), Ltd., 75-97, High Rd., Woodford Green. Buckhurst 0541 Distributors.

BRISTOL

SURREY & KENT.—Anthony Crook, Leading Distributors (Retail Sales throughout U.K.), High St., Esher. Esher 4580.

BUICK

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick Cadillac House, 26b, Albemarle St. Hyde Park 7121.

CADILLAC

LONDON, W.1.—Lendrum & Hartman, Ltd., Buick Cadillac House, 26b, Albemarle St. Hyde Park 7121.

CHEVROLET

LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel 61241 & 61978. East Midlands distributors.

CHRYSLER

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Distributors.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd. Maida Vale 5555 & 2155. Distributors.

PONDERS END, Enfield.—Walters (Motors), Ltd., 356-360, High St. Howard 1646. 1931. Distributors.

CITROEN

BRIGHTON.—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove 3. Hove 34037/8. Distributors.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Colne 404 & 405. Distributors.

CROYDON.—Bale & Co., Ltd., 57-59, South End. Tel. Croydon 3131 Citroen distributors.

DERBY.—W Cragg, Ltd., 43-49, Mansfield Rd. Tel. 44025. Citroen distributors.

EASTBOURNE (Sussex).—Dunkley & Davidson, Ltd., 68, Grove Rd. Eastbourne 961. Citroen distributors.

EPSOM.—Wilson's Automobile & Coachworks, Ltd., 1, Dorking Rd. Epsom 3901. Citroen distributors.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 62907/8/9. Main agents.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Distributors.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel 3775/6 & 3566. Citroen distributors.

KINGSBURY, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Colindale 6134/5/6. Distributors.

KINGSTON (Surrey).—T. W. Hollidge, Ltd., 46, London Rd. Kingston 6201/2/3. Citroen agents.

LONDON, W.1.—T. N. Kendall & Co., 26-30, Portman Close, Baker St. Welbeck 4732. Agents.

LONDON, W.11.—John S. Truscott, Ltd., 73, Westbourne Grove. Bayswater 4274. Stocking dealers.

LONDON, N.W.10.—Lex, Ace Corner, North Circular Rd. Tel. Elgar 5585 & 7680. Distributors.

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Ent. 7667 & Tud. 9801. Stocking dealers.

LONDON, S.W.1.—C. G. Norman & Co., 50, Vauxhall Bridge Rd. Tel. Victoria 2211.

PORTSMOUTH.—Maxfield & Staple Bros., Ltd., 241, Copnor Rd. Portsmouth 74371. Citroen distributors.

SOUTHAMPTON.—Criterion Garages, Ltd., 69-70, St. Marys Rd Tel 22310 Citroen distributors.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage. Wentworth 3154. Distributors

WOODFORD GREEN (Essex).—Woodford Car Mart, Woodford New Rd. Buckhurst 0017. Distributors.

COOPER

SURBITON (Surrey).—Coopers Garage (Surbiton), Ltd., 243, Ewell Rd. Tel. Elmbridge 3346. Cooper sole distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

DAIMLER

COLCHESTER.—Eastern Automobiles (Colchester), Ltd., Colchester By-Pass Elmstead Rd. Colchester 6281/2. Distributors.

CROYDON.—Donald Vince & Co., Ltd., Kidderminster Rd. Cro. 5775 & 9546. Daimler main dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines). Distributors.

GRIMSBY (Lincs).—Ford & Slater (Lincs), Ltd., Macaulay St. Tel. 57181/2. Main dealers.

HALIFAX.—Hoffmanns of Halifax, Ltd., Huddersfield Rd. Tel. Halifax 5944 P.B. EX. Area dealers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St. Mayfair. Mayfair 6266. Retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Agents.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, S.W.16.—Lex, 275, Streatham High Rd. Tel. Pollards 7611. Daimler retail dealers.

NEWCASTLE (Staffs).—Peppers Garages, Ltd., Grosvenor Garage, London Rd. Tel. 64781. North Staffs distributors.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888 (4 lines). Area dealers.

SUTTON (Surrey).—William Leeding & Sons, Ltd., 111, High St. Vigilant 7694. Retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 3440. Distributors.

UXBRIDGE (Middx).—Locomotors, Ltd., 122-123, High St. Tel. Uxbridge 6371/2/3. Area dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Weybridge 233 (5 lines). Distributors.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). York 25388/9. Area dealers.

DELLOW

BOURNEMOUTH (Hants).—Keystone Garage, Ltd., Exeter Rd. Tel. 4433. Dellow distributors.

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New 2456 & 3704. Distributors.

D.K.W.

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd. Hounslow 0011. Sole concessionaires for Great Britain.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. 545. D.K.W. distributors.

WOKING (Surrey).—Mayford Motors, Ltd., Mayford. Tel. 9. D.K.W. main agents.

DODGE

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Distributors.

FAIRTHORPE

CHALFONT ST. PETER (Bucks).—Fairthorpe, Ltd. Tel. Denham 2409. Fairthorpe manufacturers.

FIAT

CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel. 2145 & 2250. Fiat distributors.

ESHER.—Anthony Crook, Distributors, High St., Esher. Esher 4580.

GILLINGHAM (Kent).—Autoyachts, Ltd., 171, Pier Rd. Tel. 59578. Fiat distributors.

IPSWICH.—Revetts, Ltd., 18, St. Margarets Green. Tel. 4556. Fiat Suffolk distributors.

KETTERING.—Grose (Kettering), Ltd., 1, Station Rd. Tel. Kettering 2861/2. Fiat distributors.

KINGSTON-ON-THAMES.—V. W. Derrington, Ltd., 159-161, London Rd. Tel. Kingston 5621/2. Main dealers.

LONDON, W.1.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridges Clock). Mayfair 3104/5. West End stockists.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq. Mayfair 0621. Distributors.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Tel. Mountview 5228. Distributors.

LONDON, S.W.16.—Lex, 275, Streatham High Rd. Tel. Pollards 7611. Fiat retail dealers.

MANCHESTER, 14.—Anderson's Garage, Ltd., 1, Egerton Rd., Fallowfield. Rusholme 2866. Distributors.

PORTCHESTER (Hants).—Huxford & Saunders, Ltd., The Fairway Garage, West St. Cosham 76770. Distributors.

SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, 117, Lodge Rd. Tel. Southampton 25518. Distributors.

TUNBRIDGE WELLS.—Tolhurst's Service Garage, Ltd., 69, Calverley Rd. Tel. 21389 & 656.

WEMBLEY (Middx).—Lex, Wembley Court Motors, 79, High Rd., Woodford Green. Buckhurst 0541. Distributors.

WOODFORD.—Hills Garage (Woodford), Ltd., 75-79, High Rd., Woodford Green. Buckhurst 0541. Distributors.

YEOVIL (Somerset).—L. R. Guppy & Son, Babylon Hill. Tel. 1560. Fiat distributors.

FORD

ABERDEEN.—Cordiners Garage, Ltd., Menzies Rd. Tel. 52206 (4 lines). Ford main dealers.

BARNSTAPLE (Devon).—Taw Garages, Ltd., New Rd. Tel. 2632 & 3373 (2438 Stores & Service). Main dealers.

BATTERSEA, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Stocking dealers.

BAYSWATER, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove. Bayswater 0065/6. Ford dealers

FORD—*Continued*

BEDFORD.—Bedfordshire Autocar Co., Ltd., 8-10, The Broadway. Tel. 3242/3/4. Ford main dealers.

BEXLEYHEATH.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd. Bexleyheath 725 & 9159. Retail dealers.

BEXLEYHEATH (Kent).—Service Motors, Ltd., Avenue Rd. Bexleyheath 2533. Area dealers.

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Tel. Midland 5861/5 & 3903/6. Distributors.

BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-365, Moseley Rd. Tel. Calthorpe 1131/2. Retail dealers.

BOURNEMOUTH (Hants).—F. English, Ltd., 48, Poole Hill. Tel. 5850. Ford main dealers.

BRENTFORD (Middx).—Lex, The Dome, Great West Rd. Tel. Ealing 2273. Ford retail dealers.

BRENTWOOD (Essex).—J. P. Hensmans, Ltd., Brook St. Tel. Brentwood 1540. Ford main dealers.

BRIDGWATER.—Real Medland & Wills, Ltd., Bridgwater. Tel. Bridgwater 2639. Ford.

BRISTOL.—Taylor & Dent, 281-283, Southmead Rd. Tel. Bristol 626255. Ford stocking agents.

BROOKMANS PARK (Herts).—Brookmans Park Motors. Tel. Potters Bar 2208 (3 lines). Retail Dealers.

CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandaff North. Tel. Whitchurch 671. Retail dealers.

CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage. Carmarthen 6482/3/4. Main dealers.

CHELTENHAM.—Victory Motor Co. (Cheltenham), Ltd., 42-50, Winchcombe St. Tel. 55386. Main dealers.

CHESTER.—Dutton & James, Ltd., City Rd. Tel. Chester 21477. Ford main dealers.

CHISWICK, W.4.—Sutton Court Motor Co., Ltd., 154, Sutton Court Rd. Chiswick 0911. Direct retail dealers.

CROYDON (Surrey).—Hubert Dees, Ltd., Brighton Rd. Tel. Cro. 6011. Ford main dealers.

DORCHESTER.—Crabb & Co. (Dorchester), Ltd., 22, Trinity St. Tel. 1571. Ford main dealers.

DORKING (Surrey).—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Area dealers.

DUMFRIES.—MacKnight (Motors), Ltd., York Place. Tel. Dumfries 2000. Ford main dealers.

EDINBURGH.—Inglis Automobiles, Ltd., Bass Rock Bldgs., Milton Rd. West, Portobello. Portobello 1201 (5 lines). Main dealers.

ERITH (Kent).—Pheasant Garage, Belmont Rd. Tel. Erith 3261, showrooms 2002. Ford dealers.

GOSPORT (Hants).—Erskine Motors, 78-82, Stoke Rd. Tel. Gosport 89141. Ford retail dealers.

GUILDFORD.—Coombs Service Station (Guildford), Ltd., By-Pass Rd. Guildford 62962/3/4. Ford main dealers.

HADLEIGH (Essex).—Central Garage (Hadleigh), Ltd., Central Parade. Hadleigh 58230. Ford agents.

HARROW (Middx).—Northern Motors of Harrow, 186-194, Pinner Rd. Harrow 4444. Ford retail dealers.

HARROW WEALD (Middx).—Lex, 74, Uxbridge Rd. Tel. Grimsdyke 3212. Ford retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Hoddesdon 4021/2. Retail dealers.

HUCKNALL (Notts).—Premier Garage, Annesley Rd. Tel. Hucknall 129. Ford dealers.

ISLEWORTH (Middx).—Lex, 317-323, London Rd. Tel. Hounslow 3110. Ford retail dealers.

KENSINGTON, S.W.7.—Rawlings Bros., Ltd., 87A, Cromwell Rd. Frobisher 8161 (10 lines). Retail dealers.

KINGSBURY, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Colindale 6134/5/6. Retail dealers.

LEATHERHEAD.—Bridge Motors (Leatherhead), Ltd., Guildford Rd. Tel. Leatherhead 2564. Ford retail dealers.

LEWISHAM, S.E.13.—Fry's Motor Works, Ltd., 112-116, Lee High Rd. Lee Green 3434. Main dealers.

LICHFIELD (Staffs).—Major Motors, Ltd., "Apex" Birmingham Rd. Tel. Lichfield 3243/4. Main dealers.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hill Brow. Liss 2121. Retail dealers.

LIVERPOOL.—A. W. Webb, Ltd., 27-31, Berry St. Tel. Royal 1433 (5 lines). Main dealers.

LLANELLY.—George Rees & Sons, Ltd., The Garage, Cross Hands. Tel. Cross Hands 261. Main dealers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Langham 3506/7. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600. Ford retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Gt. Portland St. Langham 7733. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton. Acorn 3224/5. Retail dealers.

LONDON, W.3.—Whitby of Acton, 273, The Vale, Acton. Shepherds Bush 5355. Retail dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riverside 3665/6. Ford retail dealers.

FORD—*Continued*

LONDON, W.11.—John S. Truscott, Ltd., 73, Westbourne Grove. Bayswater 4274. Stocking dealers.

LONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St. Tem. 6907. Dealers.

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9. Ford retail dealers.

LONDON, N.W.3.—W. J. Brown, Ltd., 339, Finchley Rd., Hampstead. Hampstead 2284. Main dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 7082, 4801/3. Retail dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Agents.

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd., Dudden Hill Lane. Willesden 4869. Ford dealers.

LONDON, N.W.10.—Lex, Ace Corner, North Circular Road. Tel. Elgar 5585 & 7680. Retail dealers.

LONDON, N.1.—Highbury Corner Motor Co., Ltd., 114-120, Canonbury Rd., Islington. Canonbury 2464. Main dealers.

LONDON, N.8.—Ellis & Co., 44-58, High St., Hornsey. Mountview 2255. Stocking dealers.

LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Mountview 5228. Stocking dealers.

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Ent. 7667, Tud. 9801. Stocking dealers.

LONDON, N.16.—Wood & Lambert, Ltd., 49, Stamford Hill. Stamford Hill 3434. Main dealers.

LONDON, N.17.—Hale Motors (Tottenham), Ltd., The Hale, Tottenham. Tel. 7771/2/3/4. Stocking dealers.

LONDON, E.1.—The Aldgate & City Motors, Ltd., 39, Commercial Rd. Royal 7864 (12 lines). Main dealers.

LONDON, E.8.—Lex, 183, Dalston Lane. Tel. Amherst 2251. Ford retail dealers.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd. Tel. Ley. 3366/7/9. Ford retail dealers.

LONDON, E.11.—A. W. Story (Motors), Ltd., 685, High Rd., Leytonstone. Tel. 6671/2. Stocking dealers.

LONDON, E.18.—Frank G. Gates, Ltd., 79, High Rd., Woodford. Wanstead 6633. Main dealers.

LONDON, S.E.1.—Dispatch Motor Co., Ltd., 114, Southwark Bridge Rd. Waterloo 4959. Retail dealers.

LONDON, S.E.5.—M.A. Autos, Ltd., 63, Denmark Hill. Rodney 5765. Ford retail dealers.

LONDON, S.E.6.—A. J. Allen & Son, Ltd., Bromley Rd. Hither Green 1144. Agents.

LONDON, S.E.6.—Locomotors, Ltd., 40, Rushey Green, Catford. Tel. Hither Green 4433/4. Retail dealers.

LONDON, S.E.14.—M.B. Motors, 334-336, New Cross Rd. Tideway 3779. Ford main agents.

LONDON, S.E.14.—New Cross Car Mart, Ltd., 71, Lewisham Way. Tel. Tideway 2908. Stocking dealers.

LONDON, S.E.19.—Robin Wood Motor Works, 2, Anerley Hill. Sydenham 6362/6500. Retail dealers.

LONDON, S.E.20.—Harold G. Cole & Co., Ltd., Ancaster Garage, Croydon Rd., Penge. Sydenham 4415/6. Retail dealers.

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New 2456, 3704. Sub-dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. Forest Hill 9351. Retail dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tel. Sloane 4727. Stocking dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., William St., Lowndes Square. Sloane 1709. Retail dealers.

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Sloane 9288. Retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Ford retail dealers.

LONDON, S.W.3.—Gee Cars, Ltd., 169, Fulham Rd. Tel. Knightsbridge 4735. Ford retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Fremantle 8401. Retail dealers.

LONDON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., 34, Acre Lane, Brixton 4011. Registered dealers.

LONDON, S.W.16.—Lex, 275, Streatham High Rd. Tel. Pollards 7611. Ford retail dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219 & 221, Balham High Rd. Balham 1271. Main dealers.

LONDON, S.W.18.—Allan Taylor (Motors), Ltd., 126, Wandsworth High St. Vandyke 7222. Main dealers.

LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Wimbledon. Tel. 4611. Main dealers.

MAIDENHEAD.—Stevenson's (Automobile) Sales, Ltd., King St. and Station Approach. Maidenhead 1111. Main dealers.

MAIDSTONE.—Haynes Bros., Ltd., Ashford Rd. Tel. 2239 (5 lines).

MALDON (Essex).—Doe Bros. (Motors), Ltd., 1, Spital Rd. Tel. 535/6. Main dealers.

NEWARK.—Brooks Motor Co. (Newark), Ltd., 23-5, Castlegate. Tel. Sales 1152 (2 lines), Works 2782 (3 lines). Distributors

NOTTINGHAM.—H. Johnson (Cars), Ltd., 249, Sherwood St., near Forest Rd. Tel. 44568. Stockists.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

FORD—*Continued*

NOTTINGHAM.—Sandicliffe Garage, Ltd., Nottingham Rd., Stapleford. Tel. Sandiacre 2234/5/6. Ford main dealers.

OLDHAM.—Rentons Garages, Ltd., Manchester Rd., Hillinwood. Tel. Main 1979/5965. Retail dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888 (4 lines). Retail dealers.

PLYMOUTH (Devon).—Vospers Motor House (Plymouth), Ltd., Princes Square. Plymouth 64277. Retail dealers.

PORTSMOUTH.—Henley Motors of Hampshire, Ltd., 241-243, Milton Rd. Tel. 32473 & 31035. Main dealers.

PORTSMOUTH.—Seals of Southsea, Ltd., 67, Highland Rd. Tel. 32222. Ford dealers.

PRESTON.—Jaguar House, Blackpool Rd. Tel. Preston 86261. Ford retail dealers.

READING.—Loddon Bridge Motors, Ltd., Earley. Tel. Reading 61602. Ford retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Ford retail agents.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel. 20. Retail dealers.

SAFFRON WALDEN.—Cleales, Ltd., 10, King St. Tel. 3203/4/5/6. Ford main dealers.

SAWBRIDGEWORTH (Herts).—J. Dixon & Son, High Wych Garage. Tel. 2372. Retail dealers.

SEVENOAKS (Kent).—Sennocke Engineering Co., Ltd., The Vine. Tel. 2341. Ford main dealers.

SHEFFORD (Beds).—Masons Garage (Shefford), Ltd., Clifton Rd. Tel. 346. Ford main agents.

SIDCUP (Kent).—Hubert Dees, Ltd., Sidcup By-Pass. Tel. Foo. 5676. Ford main dealers.

SMETHWICK (Staffs).—Ken Wharton, Hume St. and Bearwood Rd. Tel. Sme. 0613 and Bea. 1325. Ford retail dealers.

SOUTHALL (Middx).—Rusticum Service Station, Ltd., Norwood Green. Tel. Southall 2730.

ST. ALBANS (Herts).—Harper Auto Sales, Ltd., 193, Hatfield Rd. Tel. 53308 & 4412. Retail dealers.

STAINES (Middx).—Crimble of Staines, 10, Kingston Rd. Tel. 1143/4/5. Ford main dealers.

SUTTON (Surrey).—R. Pratt, Ltd., 268-270, High St. Vigilant 4456. Ford main dealers.

SUTTON COLDFIELD.—Chambers of Sutton, Ltd., 65, South Parade. Tel. 4473/4/5. Ford main dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Ford retail dealers.

TRURO (Cornwall).—Truro Garages, Ltd., Lemon Quay. Tel. 3933. Ford main dealers.

TUNBRIDGE WELLS.—Stormont Engineering Co., Ltd., 3, Mount Ephraim. Tunbridge Wells 20323. Main dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd. Tel. Arnold 4567. Retail dealers.

WEMBLEY (Middx).—Lex, Forty Avenue. Tel. Arnold 1154. Ford retail dealers.

WEMBLEY (Middx).—Lex, Wembley Court Motors, High Rd. Tel. 8787. Ford retail dealers.

WEMBLEY (Middx).—Simpson's Motors (Wembley), Ltd., 345, High Rd. Tel. 3903 & 8691. Main dealers.

WESTON-SUPER-MARE.—Grove Park Garage, Ltd., Lower Bristol Rd. Tel. 17 & 2381. Main dealers.

WEYMOUTH.—Crabb & Co. (Dorchester), Ltd., 18, Crescent St. Tel. 45. Ford main dealers.

WITHAM (Essex).—Witham Motor Co. (Essex), Ltd., West End Works. Tel. 3360. Stocking dealers.

YEOVIL.—Douglas Seaton, Ltd. Tel. 2131. Ford main dealers.

YSTRAD MYNACH (Glamorgan).—Glam-Mon Motors, Ltd., Caerphilly Rd. Tel. Hengoed 112. Retail sub dealers.

FRAZER NASH

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd. Hounslow 0011. Frazer Nash manufacturers.

GOGGOMOBIL

CATEL (Guernsey).—Manor View Motors. Tel. Catel 6534. Goggomobil distributors.

LONDON, S.W.1.—Goggomobil Concessionaires, 20, Cadogan Lane, Pont St. Sloane 4738/4732. Sole concessionaires.

PORTSMOUTH.—John Fisher, 201-205, New Rd. Tel. 75395. Goggomobil distributors.

HEINKEL

BROMLEY.—Johnson & Brown, 268-270, High St. Ravensbourne 8841/2. Heinkel distributors.

HILLMAN

ABERGELE.—Slater's Garages (Abergele), Ltd. Tel. 2346/7. Hillman retail dealers.

ALDERSHOT (Hants).—H. A. Charter, Station Rd. Tel. 1246/7. Hillman main dealers.

ASHFORD (Middx).—Ashford Motors, 102-4, Ford Bridge Rd., Ashford 2040. Hillman area dealers.

AYLESBURY.—Michael Christie Motors, Bicester Rd. Tel. 4727. Hillman retail dealers.

BARKING (Essex).—Albon's Garage, Ltd., 105-7, Longbridge Rd. Ripplewy 1285 & 0180. Stocking dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 03322 & 0910. Area dealers.

BARNSTAPLE.—Cox of Devon, Newport Garage. Tel. 3048 (4 lines). Hillman distributors.

HILLMAN—*Continued*

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. 386. Hillman main dealers.

BEXLEYHEATH.—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Tel. Bexleyheath 3591/2. Area dealers.

BIRMINGHAM, 27.—Central Garage (Olton), Ltd., 2, Warwick Rd., Olton. Aco. 0062 & 3584. Retail dealers.

BIRMINGHAM.—R. E. Green, Ltd., The Parade, Moseley. Tel. South 0338/9. Hillman dealers.

BRIGHTON (Sussex).—M. & B. Motors, Ltd., 7, Preston Circus. Tel. 29489. Hillman retail dealers.

BRIGHTON (Sussex).—Seymour, 193, Preston Rd. Tel. Brighton 52530. Hillman retail dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031 (10 lines). Hillman distributors.

BROMLEY COMMON (Kent).—Tudor Auto Service, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Area dealers.

CHANDLERS FORD (Hants).—Shorts Garages (Chandlers Ford), Ltd., 109, Winchester Rd., Eastleigh. Chandlers 2221. Dealers.

COVENTRY.—Martin's Garage, London Rd. Tel. Toll Bar 3169.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Northgate Garage, Woodfield Rd. Tel. 1818. Main agents.

CROYDON.—Manton Motors, Ltd., 23-27, Shirley Rd. Tel. Addiscombe 6051. Hillman area dealers.

CROYDON (Surrey).—W. Shirley & Sons, 17, Montague Rd. Tel. 8341 (4 lines). Retail dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Croydon 2115/6/7. Hillman area dealers.

EGHAM.—W. & I. Engineering Co., Ltd., High St. Tel. Egham 495. Hillman dealers.

ELY (Cambs).—Ely Service Motor Co., Ltd., Lynn Rd. Tel. 2981. Main dealers.

ENFIELD (Middx).—Lyne, Frank & Wagstaff, Ltd., London Rd. Enfield 1203/4/5. Area dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 5611. Retail dealers.

ERITH (Kent).—North End Motors, Ltd., North End Rd. Erith 3000 (5 lines). Area dealers.

GERRARDS CROSS (Bucks).—Lewis Motors (G.X.), Ltd., Station Rd. Gerrards Cross 3777. Retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (4 lines). Hillman main dealers.

GRIMSBY.—D. H. & A. H. Bloomer, Maude St. Tel. Grimsby 5488/9. Hillman retail dealers.

GUILDFORD.—A. Gray & Co., Ltd., 7 & 8, Woodbridge Rd. Guildford 2885. Main dealers.

HADLEIGH (Essex).—Central Garage (Hadleigh), Ltd., Central Parade. Hadleigh 58230. Hillman agents.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HARROW (Middx).—Northern Motors of Harrow, 186-194, Pinner Rd. Harrow 4444. Hillman retail dealers.

HARROW.—Ruffells Motors, 185, High St., Wealdstone. Harrow 6421/2/3. Hillman area dealers.

HAVERFORDWEST (Pembs.).—James Parry, County Motors. Tel. 122. Hillman retail dealers.

IPSWICH.—Revetts Ltd., 18, St. Margarets Green. Tel. 4556. Hillman stocking dealers.

ISLEWORTH.—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552, 2151, 2554. Area dealers.

LEICESTER.—Campion's, 45, Braunstone Gate. Tel. 23421 (4 lines). Hillman retail dealers.

LEWES (Sussex).—Ruggs, Ltd., Station Garage, Lewes 147. Hillman main dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 7082, 4801/3. Retail dealers.

LONDON, N.12.—Regent Hire & Service Garage, 291-293, Ballards Lane, North Finchley. Hillside 4405, 4011. Agents.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd. Tel. Tottenham 8811/2/3. Main dealers.

LONDON, N.17.—Hale Motors (Tottenham) Ltd., The Hale, Tottenham. Tel. 7771/2/3/4. Stocking dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Sil. 1820. Area dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge, Lee Green 8585. Hillman main dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Road. Tel. Kensington 1410. Hillman retail dealers.

LONDON, S.W.6.—Atalanta Service Station, 79-91, New King's Rd. Tel. Renown 1183. Hillman retail dealers.

LONDON, S.W.9.—Ingerfields Garage, Ltd., 243, Brixton Rd. Tel. Brixton 2975. Retail dealers.

NEWPORT (Mon).—F. N. Morgan & Co., Ltd., 57-59, Chepstow Rd. Tel. 59941/2/3. Main dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd., 268, Ayr Rd. Tel. Newton Mearns 2271. Distributors.

OLDHAM.—Rentons Garages, Ltd., Manchester Rd., Hillinwood. Tel. Main 1979/5965. Retail dealers.

PETERBOROUGH.—Clarke Bros. Services, Ltd., Crawthorne Garage. Tel. Peterborough 3556. Hillman main dealers.

POOLE (Dorset).—Parkway Garages, Ltd., Sandbanks Rd., Parkstone. Canford Cliffs 78078/78278. Retail dealers.

HILLMAN—*Continued*

POTTERS BAR (Middx).—Regent Garage, 17, High St. Potters Bar 2139. Retail dealers.

READING (Berks).—T. Baker & Sons, 35 & 37, Friar St. Reading 3976. Agents.

RINGWOOD (Hants).—The Ringwood Motor Works (White Bros.), 28-30, Southampton Rd. Tel. 20. Retail dealers.

ROMFORD (Essex).—The Links Garage, Collier Row. Tel. 3882. Hillman dealers.

ROMFORD.—Webbs Garage, 145-149, North St. Tel. Romford 1021. Hillman retail dealers.

RUGBY.—Geo. T. Hilton & Co., Ltd., North St. Tel. 2291/2. Hillman distributors.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22394/5. Retail dealers.

SMETHWICK (Staffs).—Ken Wharton, Hume St. & Bearwood Rd. Tel. Sme. 0613 & Bea. 1325. Hillman distributors.

SOUTHAMPTON.—Alec Bennett, Ltd., 133, Portswood Rd. Tel. Southampton 54081 (5 lines). Main dealers.

SUTTON.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 0161 (8 lines). Main dealers.

SYDENHAM, S.E.26.—Maythorpe Motor Co., Mayow Rd. Tel. Syd. 5123/4. Hillman retail dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Hillman retail dealers.

TUNBRIDGE WELLS.—J. Rawson & Sons, Ltd., Mount Pleasant. Tel. Tunbridge Wells 3494/5/6. Main dealers.

TUNBRIDGE WELLS.—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Stocking dealers.

WATTON (Norfolk).—L. A. Pilch, Wayland Garage, Thetford Rd. Watton 286. Hillman retail dealers.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Retail dealers.

WINCHESTER.—Willis Short, Ltd., 2-4, St. Cross Rd. Tel. Winchester 2398. Main dealers.

WINDSOR (Berks).—Martins of Windsor, 103, St. Leonards Rd. Tel. Windsor 349. Main dealers.

WOKING.—L. F. Dove, Ltd., White Rose Lane, Woking 1282 (3 lines). Hillman dealers.

HUDSON

TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. Hudson distributors.

HUMBER

ABERGELE.—Slater's Garages (Abergele), Ltd. Tel. 2346-7. Humber retail dealers.

ALDERSHOT (Hants).—H. A. Charter, Station Rd. Tel. 1246/7. Humber main dealers.

AYLESBURY.—Michael Christie Motors, Bicester Rd. Tel. 4727. Humber retail dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 03322, 0910. Area dealers.

BARNSTAPLE.—Cox of Devon, Newport Garage. Tel. 3048 (4 lines). Humber distributors.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. 386. Humber main dealers.

BEXLEYHEATH.—Broadway Motors (J. D. Vergette, Ltd.), 16-18, Broadway. Tel. Bexleyheath 3591/2. Area dealers.

BIRMINGHAM, 27.—Central Garage (Olton), Ltd., 2, Warwick Rd., Olton. Aco. 0062, 3584. Retail dealers.

BIRMINGHAM.—R. E. Green, Ltd., The Parade, Moseley. Tel. South 0338/9. Humber dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031 (10 lines). Humber distributors.

BROMLEY COMMON (Kent).—Tudor Auto Service, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Area dealers.

CHANDLERS FORD (Hants).—Shorts Garages (Chandlers Ford), Ltd., 109, Winchester Rd., Eastleigh. Chandlers 2221. Dealers.

COVENTRY.—Martin's Garage, London Rd. Tel. Toll Bar 3169.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Northgate Garage, Woodfield Rd. Tel. 1818. Main agents.

CROYDON.—Manton Motors, Ltd., 23-27, Shirley Rd. Tel. Addiscombe 6051. Humber area dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Croydon 2115/6/7. Humber area dealers.

CROYDON (Surrey).—W. Shirley & Sons, 17, Montague Rd. Tel. 8341 (4 lines). Retail dealers.

ENFIELD (Middx.).—Lyne, Frank & Wagstaff, Ltd., London Rd. Enfield 1203/4/5. Area dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 5611. Retail dealers.

ERITH (Kent).—North End Motors, Ltd., North End Rd. Erith 3000 (5 lines). Area dealers.

GERRARDS CROSS (Bucks).—Lewis Motors (G.X.), Ltd., Station Rd. Gerrards Cross 3777. Retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (4 lines). Humber main dealers.

GUILDFORD.—A. Gray & Co. Ltd., 7 & 8, Woodbridge Rd. Guildford 2885. Main dealers.

HARROW (Middx.).—Automobile & Aircraft Services, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HARROW (Middx.).—Northern Motors of Harrow, 186-194, Pinner Rd. Harrow 4444. Humber retail dealers.

HARROW.—Ruffells Motors, 185, High St., Wealdstone. Harrow 6421/2/3. Humber area dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

HUMBER—*Continued*

HAVERFORDWEST (Pembs).—James Parry, County Motors. Tel. 122. Humber retail dealers.

ISLEWORTH.—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552, 2151, 2554. Area dealers.

LEICESTER.—Campion's, 45, Braunstone Gate. Tel. 23421 (4 lines). Humber retail dealers.

LEWES (Sussex).—Ruggs, Ltd., Station Garage. Lewes 147. Humber main dealers

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riverside 3665/6. Humber retail dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 7082, 4801/3. Retail dealers. 4011. Agents.

LONDON, N.12.—Regent Hire & Service Garage, 291-293, Ballards Lane, North Finchley, Hillside 4405.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd. Tel. Tottenham 8811/2/3. Main dealers.

LONDON, N.17.—Hale Motors (Tottenham), Ltd., The Hale, Tottenham. Tel. 7771/2/3/4. Stocking dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. SIl. 1820. Area dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Lee Green 8585. Humber main dealers.

LONDON, S.W.6.—Atalanta Service Station, 79-91, New King's Rd. Tel. Renown 1183. Humber retail dealers.

NEWPORT (Mon).—F. N. Morgan & Co., Ltd., 57-59, Chepstow Rd. Tel. 59941/2/3. Main dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd., 268, Ayr Rd. Tel. Newton Mearns 2271. Distributors.

OLDHAM.—Rentons Garages, Ltd., Manchester Rd., Hillinwood. Tel. Main 1979 & 5965. Retail dealers.

PETERBOROUGH.—Clarke Bros. Services, Ltd., Crawthorne Garages Tel. Peterborough 3556. Humber main dealers.

POOLE (Dorset).—Parkway Garages, Ltd., Sandbanks Rd., Parkstone Canford Cliffs 78078 & 78278. Retail dealers.

ROMFORD (Essex).—The Links Garage, Collier Row. Tel. 3882. Humber dealers.

RUGBY.—Geo. T. Hilton & Co., Ltd., North St. Tel. 2291/2. Humber distributors.

SOUTHAMPTON.—Alec Bennett, Ltd., 133, Portswood Rd. Tel. Southampton 54081 (5 lines). Main dealers.

SUTTON.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House, High St. Vigilant 0161 (6 lines). Main dealers.

TEYNHAM (Kent).—Ferrell & Baker, The Garage. Tel. Teynham 317. Retail dealers.

TUNBRIDGE WELLS.—J. Rawson & Sons, Ltd., Mount Pleasant, Tunbridge Wells 3494/5/6. Main dealers.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Retail dealers.

WINCHESTER.—Will Short, Ltd. 2-4, St. Cross Rd. Tel. Winchester 2398. Main dealers.

WINDSOR.—Martins of Windsor, 103, St. Leonards Rd. Tel. Windsor 349. Main dealers.

WOKING.—L. F. Dove, Ltd., White Rose Lane. Woking 1282 (3 lines). Humber dealers.

JAGUAR

ASCOT (Berks).—H. Speer & Son (Automobile Engineers), Ltd., High St. Sunningdale. Tel. 1216. Area dealers.

AYLESBURY.—Michael Christie Motors, Bicester Rd. Tel. 4727. Jaguar area dealers.

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway Bexleyheath 1666. Jaguar area dealers.

BRENTFORD (Middlesex).—Henlys, Ltd., Great West Rd. Tel. Ealing 3477. Jaguar distributors.

BROMLEY (Kent).—K.J. Motors, Ltd., 137-149, Widmore Rd. Ravensbourne 3456 (5 lines). Area dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tanworth Rd. Croydon 6004 (4 lines). Area dealers.

DORKING (Sy).—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Area dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-7, South St. Eastbourne 1870/1. District distributors.

EPSOM (Sy).—Page Motors, Ltd., 70, High St. Epsom 9891/2/3. Jaguar area dealers.

EXETER.—A. J. Beal, Ltd., 22-23, Queen St. Exeter 75237. Jaguar district distributors.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 62907/8/9. Main agents.

HADLEIGH (Essex).—Central Garage (Hadleigh), Ltd., Central Parade. Hadleigh 58230. Jaguar agents.

HALIFAX.—Hoffmanns of Halifax, Ltd., Huddersfield Rd. Tel. Halifax 5944 P.B. Ex. Area dealers.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Area dealers.

KETTERING.—Grose (Kettering), Ltd., 1, Station Rd. Tel. Kettering 2861/2. Jaguar dealers.

KINGSTON-ON-THAMES.—Bentalls, Ltd., Wood St. Tel. Kingston 1001. Jaguar retail dealers.

LEICESTER.—W. E. Sturgess & Sons, Ltd., 118, Charles St. Tel. 20033. Jaguar distributors.

JAGUAR—*Continued*

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Retail dealers.

LONDON, W.1.—Henlys, Ltd., 88, Piccadilly, Jaguar Showroom. Tel. Hyde Park 0247. Jaguar distributors.

LONDON, W.1.—Henlys, Ltd., Devonshire House, Piccadilly. Tel. Hyde Park 9151. Jaguar distributors.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle Street. Grosvenor 5551. Retail dealers.

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600. Jaguar retail dealers.

LONDON, W.1.—H. R. Owen, Ltd., 17, Berkeley St. Tel. Mayfair 9060 (10 lines). Retail dealers.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Square. Mayfair 0821. Retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane Grosvenor 4772 & 4357. Retail dealers.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, N.W.1.—Henlys, Ltd., Henly House, 385, Euston Road Tel Euston 4444. Jaguar distributors.

LONDON, N.W.7.—Hillwood Motors, Ltd., 535-571, Watford Way, Mill Hill. Tel 4232. Appointed dealers.

LONDON, N.W.11.—Henlys, Ltd., Henlys Corner, Nth. Circular Rd., Finchley. Tel. 0061. Jaguar distributors.

LONDON, N.6.—Martin Motors (Highgate), Ltd., Highgate High Street Mountview 5413. Jaguar stockists

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey Mountview 5228. Retail dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Road Tottenham. Stamford Hill 8000. Agents.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Road Forest Gate. Maryland 7781. Area dealers.

LONDON, S.E.15.—J. E. Bird Automobiles, Ltd., 118-120, High Rd., Lee Green. Tel. 1072. Main dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square Tel Sloane 4727. Stocking dealers.

LONDON, S.W.2.—Rose & Young, Ltd., 65-69, Sternhold Avenue, Streatham Hill. Tulse Hill 6464 & 8182. Retail dealers.

LONDON, S.W.3.—Chipstead Motors, Ltd., 197, Fulham Rd. Tel. Flaxman 0052, 7154 & 7253. Retail dealers.

LONDON, S.W.4.—Park Hill Motors (Clapham), Ltd., Park Hill Clapham. Macaulay 7214. Distributors.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Fremantle 3388. Retail dealers.

MALVERN.—Rothwell & Milbourne, Ltd., Central Garage. Tel. Malvern 300/1. Jaguar distributors.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55 Burnage Lane. Rus. 2874/5.

PALMERS GREEN, N.13.—Saul & Slatter, Ltd., Aldermans Hill Foxlane 1066 (5 lines). Area dealers.

PRESTON.—Jaguar House, Blackpool Road. Tel. Preston 86261. Jaguar distributors.

PUTNEY, S.W.15.—Robbins of Putney, 96 & 98, Upper Richmond Road. Putney 7881/5. Retail dealers.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. 61200. Jaguar retail dealers.

SALISBURY.—Wyndham Motors, Ltd., 194, Castle St. Tel. 3347. Jaguar area dealers.

SHREWSBURY.—Wales & Edwards, Ltd., Morris House, Wyle Cop. Tel. 2027/8/9. Shropshire distributors.

SLOUGH (Bucks).—Peerless Motors, Ltd., Bath Rd. Tel. Slough 22394/5. Main dealers.

ST. ALBANS.—Humming Bird Garage, Ltd., Watford Rd. St. Albans 52050 & 53830. Dealers.

STAINES (Middx).—Davies Motors, Ltd., 273, London Rd. Staines 4212 (5 lines). Jaguar retail dealers.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-323, St. Johns Road. Southborough 1000 (3 lines) Area dealers

WALTON-ON-THAMES.—H. W. Motors, Ltd., Bridge Motor Works. Tel. 2404/5/6. Dealers.

WEMBLEY (Middx).—Lex, Wembley Court Motors, High Rd. Tel. 8787. Jaguar main dealers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Weybridge 233 (5 lines). Area dealers.

WIGAN.—Timberlakes of Wigan, Library Street. Tel. Wigan 3451. Jaguar area dealers.

WORTHING.—Boorers Garage, 53, Broadwater Street. Tel. 5467/8. Jaguar area dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (within). York 25388/9. Area dealers.

JENSEN

AYLESBURY.—Michael Christie Motors Bicester Road. Tel 4727 Jensen distributors.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. 62907/8/9. Agents for Surrey, Sussex.

HULL.—Northwood Motors (Hull), Ltd., George Street. Tel Hull 33822. Jensen distributors.

LAGONDA

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New Street. St. Neots 37. Distributors.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Road. Emberbrook 5551. Lagonda retail dealers.

WALTON-ON-THAMES.—H. W. Motors, Ltd., Bridge Motor Works. Tel 2404/5/6. Distributors.

LANCHESTER

HALIFAX.—Hoffmanns of Halifax, Ltd., Huddersfield Rd. Tel. Halifax 5944 P.B. Ex. Area dealers.

LONDON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., 34, Acre Lane, Brixton. 4011. Retail dealers.

LANCIA

ALPERTON (Middx).—Lancia (England), Ltd., 372, Ealing Rd. Tel. Perivale 5656. Lancia concessionaires

LONDON, W.11.—John S. Truscott, Ltd., 173, Westbourne Grove, Bayswater 4274. Stocking agents.

LONDON, S.W.3.—Joe Thompson Motors, Ltd., 91-95 Fulham Rd. Tel. Kensington 4858. Distributors

LEA-FRANCIS

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Distributors.

MERCEDES-BENZ

BEXLEYHEATH (Kent).—W. J. Whitehouse, Westmount Garage, Blendon Rd. Tel. Bexleyheath 7551. Main dealers.

BOURNEMOUTH.—Modern Light Cars (Bournemouth), Ltd., 318-320, Holdenhurst Rd. Tel. Boscombe 33304. Mercedes

LONDON, W.1.—Taylor & Crawley, 42a, South Audley St., Mayfair (Ent. Adams Row). Grosvenor 6881/4 distributors.

LONDON, W.11.—John S. Truscott, Ltd., 173 Westbourne Grove. Bayswater 4274. Stocking agents.

LONDON, S.W.3.—Gee Cars, Ltd., 169, Fulham Road. Tel. Knightsbridge 4733. Mercedes-Benz dealers.

NORWICH.—Boshier of Norwich (Distributors), Ltd., Chapelfield Road Garage. Tel. Norwich 24184. Mercedes-Benz main dealers.

SOUTHAMPTON.—Modern Light Cars, Ltd., 110-112, Lodge Rd. Tel. 22828.

WEYBRIDGE.—Wood's Garages, Ltd., High St. Tel. 2268/9. Mercedes-Benz area dealers.

MESSERSCHMITT

BROMLEY.—Johnson & Brown, 268-270, High St. Ravensbourne 8841/2 Messerschmitt distributors West Kent.

CAMBRIDGE.—Moss (Cambridge), Ltd., 146, Hill Rd. Tel. Cambridge 87519. Messerschmitt distributors.

LONDON, S.W.9.—Pride & Clarke, Ltd., 158, Stockwell Rd. Tel. Brixton 6251. Messerschmitt distributors.

NEWBURY.—Wheelers (Newbury), Ltd., The Broadway Tel. 1020. Messerschmitt distributors

M.G.

AYLESBURY (Bucks).—The Bucks Motor Co., Ltd., 24-26, Great Western St. Tel. 164/5. Dealers.

BATLEY.—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Rd. Batley 1275 (3 lines). Retail dealers.

BEDFORD.—Arthur Gell, 6, St. Lowes. Tel. Bedford 2518. M.G. distributors.

BLACKWOOD (Mon).—Alfred Chaston, Ltd. Tel. Blackwood 3165/6. M.G. area main dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Highcliffe 2275/6. Retail dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Colne 404 & 405. Distributors.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, High St. Tel. 1818. Area dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tanworth Rd. Croydon 6004 (4 lines). Retail dealers.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel. Dartford 3060. M.G. dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. 2266. M.G. retail dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines). Main dealers.

ENFIELD (Middx).—Richard France, Ltd., 63-69, Lancaster Rd. Tel. Enfield 6727. M.G. retailers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Tel. Epsom 5611. Retail dealers.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Main agents.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hill Brow. Liss 2121. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Agents.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, S.W.1.—Evans & O'Malley, Ltd., William St., Lowndes Sq. Sloane 1709. Retail dealers.

MITCHAM.—Parade Motors (Mitcham), Ltd., Monarch Parade. Tel. Mitcham 3392 & 7188. M.G. dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Fair & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Road Garages. Norwich 24184 (3 lines). Retail dealers.

READING.—Loddon Bridge Motors, Ltd., Earley. Tel. Reading 61602. M.G. retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. M.G. retail agents.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 176, Sheen Rd. Richmond 4822/3. Sales, service.

RUSTINGTON (Sussex).—R. Hardy & Son (Rustington), Ltd., Sea Lane. Rustington 247. Retail dealers.

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broadfield Rd. Tel. 52404-5. Retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., Empire Garage, St. Paul's Rd. Smethwick 1158-9. Retail dealers.

SOUTH WOODFORD E.18.—W. Jacobs & Son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7788/4/5. Retail dealers.

ST. ALBANS (Herts).—Harper Auto Sales, Ltd., 193, Hatfield Rd. Tel. 53306 & 4412. Retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

M.G.—*Continued*

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Emberbrook 5551. M.G. retail dealers

TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. M.G. retail dealers.

WIGAN.—Timberlakes of Wigan Library St. Tel. Wigan 3451. M.G. dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (within). York 25388/9. Distributors.

MORGAN

BROMLEY.—Johnson & Brown, 268-270, High St. Ravensbourne 8841/2. Morgan distributors West Kent.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7733. Distributors.

LONDON, W.5.—F. R. Douglass, 1a, South Ealing Rd., Ealing. Tel. 0570. Morgan distributors.

NORWICH.—Harvey Lane Garage, 34-36, Harvey Lane. Tel. Norwich 35960. Distributors.

PLYMOUTH.—Olfords Garage, 87, Crownhill Rd., Crownhill. Tel. Plymouth 72345. Morgan distributors.

MORRIS

ACTON, W.3.—Stewart & Ardern, Ltd., Morris House, The Vale, Shepherds Bush 3130. Distributors.

AYLESBURY (Bucks).—The Bucks Motor Co., Ltd., 24-26, Great Western St. Tel. 164/5. Dealers.

BANSTEAD.—Prospect Garage (Banstead), Ltd., Brighton Rd. Burgh Heath 2202/3. Retail dealers.

BARKING (Essex).—Albon's Garage, Ltd., 105-7, Longbridge Rd. Rippleway 1285. Stocking dealers.

BATLEY.—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Rd. Batley 1273 (3 lines). Retail dealers.

BAYSWATER, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove Bayswater 0085/6. Retail dealers.

BIGGLESWADE (Beds).—A. W. Watkin, Ltd., 116, Shortmead St. Tel. 2217. Morris stocking dealers.

BILLERICAY (Essex).—W. H. Arthur & Co., Ltd., Station Garage. Tel. Billericay 110. Dealers.

BIRMINGHAM, 18.—Frank Moseley (A. S. & S.), Ltd., Cope St., Ladywood. Tel. Edg. 0916/7. Retail dealers.

BLACKWOOD (Mon).—Alfred Chaston, Ltd. Tel. Blackwood 3165/6. Riley area main dealers.

BLANDFORD (Dorset).—The Badger Garages, Ltd. Tel. Blandford 615 (2 lines). Morris agents.

BOURNEMOUTH.—Locomotors, Ltd., 704-706, Wimborne Rd., Winton. Tel. Winton 2704/5. Retail dealers.

BRADFORD.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25591 (3 lines). Sole distributors Bradford and district.

BRENTFORD (Middx).—Lex, The Dome, Great West Rd. Tel. Ealing 2273. Morris retail dealers.

BRIDGWATER.—Reid Medland & Wills, Ltd., Bridgwater. Tel. Bridgwater 2639.

BRISTOL.—Locomotors, Ltd., 35, Redcliffe St. Tel. 24281/2. Morris retail dealers.

BROMLEY (Kent).—Crossland Motors, 7, Bromley Common. Tel. Ravensbourne 2204. Retail dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., 137-149, Widmore Rd. Ravensbourne 3456 (5 lines). Retail dealers.

BROOKWOOD (Sy).—The Connaught Garage & Motor Works (Brookwood), Ltd., Cross Roads, Brookwood 3284. Dealers.

CANTERBURY (Kent).—Arter Bros., Ltd., Dover Rd., Barham. Tel. 356. Dealers.

CATFORD, S.E.6.—Stewart & Ardern, Ltd., Morris House, 200, Bromley Rd. Hither Green 4482. Distributors.

CHATHAM (Kent).—Short Street Garages, Luton Rd. Tel. 2042. Morris retail dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Colne 404 & 405. Retail dealers.

COULSDON (Surrey).—Star Lane Garage, Ltd., 70, Brighton Rd., Hooley. Downland 237. Area dealers.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, High St., Tel. 1818. Area dealers.

CROYDON (South).—C. W. J. Coles (Croydon), Ltd., 18, Blunt Rd. Croydon 0074/5. Retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tanworth Rd. Croydon 6004 (4 lines). Retail dealers.

CROYDON.—Stewart & Ardern, Ltd., Morris House, Bensham Lane, Broad Green. Thornton Heath 1152. Distributors.

DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Rd. South. Tel. Rainham 4841. Morris agents.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel. Dartford 3060. Morris distributors.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. 2266. Morris retail dealers.

DERBY.—W. Cragg, Ltd., 43-49, Mansfield Rd. Tel. 44025. Morris retail dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines). Retail dealers.

DOVER (Kent).—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Ave. Dover 129. Main agents.

DUNTON GREEN (Kent).—Jessup's Garage, Ltd., Tel. Dunton Green 239. Morris retail dealers.

EASTBOURNE (Sussex).—Clark & Lambert, Ltd., Trinity Place Garage. Tel. 4660. Retail dealers.

EDGWARE (Middx).—S. Bowen & Sons, Ltd., Hillside Garage, High St. Edgware 4464/5. Retail dealers.

MORRIS—*Continued*

ENFIELD (Middx).—Richard France, Ltd., 63-69, Lancaster Rd. Tel. Enfield 6727. Morris retailers.

ENFIELD.—D. J. Shepherd & Co. (Enfield), Ltd., 434/436, Hertford Rd. Howard 1631-2923. Retail dealers.

EPSOM.—Wilson's Automobile & Coachworks, Ltd., 1, Dorking Rd. Epsom 3901. Morris distributors.

EXETER.—Locomotors, Ltd., 85-88, Sidwell St. Tel. Exeter 54925/4. Morris retail dealers.

GOLDERS Green, N.W.11.—Stewart & Ardern, Ltd., Morris House, Finchley Rd. Speedwell 9711/2/3.

GRANTHAM.—G. R. Burton & Son, Ltd., Morris House, Church Trees. Tel. 158. Distributors.

GRANTHAM.—North Road Garages (Gt. Ponton), Ltd., Great Ponton. Gt. Ponton 251/2. Retail dealers.

HARROW WEALD (Middx).—Lex, 74, Uxbridge Rd. Tel. Grimsdyke 3212. Morris retail dealers.

HOLLAND-ON-SEA (Essex).—Holland-on-Sea Motors, Ltd., Main Road. Tel. 2205. Dealers.

HUCKNALL (Notts).—Breedon & Wightman, Portland Rd. Tel. Hucknall 123. Morris dealers.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Main agents.

HUNTINGDON.—S. V. Robinson's Garage, Kimbolton. Tel. Kimbolton 232. Morris dealers.

IGHTAM, Nr. Sevenoaks.—Durlings Garage. Tel. Borough Green 114. Retail stocking dealers.

ILFORD (Essex).—Stewart & Ardern, Ltd., Morris House, 543, High Rd. Tel. Ilford 2225. Distributors.

KENSINGTON, S.W.7.—Rawlings Bros., Ltd., 87a, Cromwell Rd. Frobisher 3161 (10 lines). Retail dealers.

KINGSBURY, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Colindale 6134/5/6. Retail dealers.

LEATHERHEAD.—Sandfords (Leatherhead), Ltd., Woodbridge Corner. Tel. 3033. Morris retail dealers.

LEICESTER.—Stoneygate Garage Co., Ltd., Stoneygate Rd. Tel. 75189. Morris sub-agents.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hill Brow. Liss 2121. Retail dealers.

LONDON, W.1.—R. Hardy & Son, 52/55, Marylebone High St. Welbeck 1101/3. Retail dealers.

LONDON, W.1.—Herbert & Mills, Ltd., 75, Gt. Portland St. Langham 3506/7. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600. Morris retail dealers.

LONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Langham 2261. Retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St., Regent 0424 (6 lines). Agents.

LONDON W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane. Grosvenor 4772, 4357. Retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7733. Retail dealers.

LONDON W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Square. Mayfair 7680. Distributors.

LONDON, W.3.—Davies Car Centre, Ltd., 22-23, Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, W.3.—Whitby of Acton, 273, The Vale, Acton, Shepherds Bush 5355. Retail dealers

LONDON, W.5.—Mall Motors, Ltd., 18-19, The Mall, Ealing. Ealing 4683 & 7900. Dealers.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Tel. Riverside 5665/6. Morris retail dealers.

LONDON, W.C.1.—Gladwell & Kell (1932), Ltd., Ampton Street Works, Grays Inn Rd. Terminus 4461. Agents.

LONDON, W.C.1.—The Museum Super Garage, Ltd., 12, West Central St., New Oxford St. Tem. 6907. Dealers.

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd., Dudden Hill Lane. Willesden 4869. Morris dealers.

LONDON, N.1.—Benco Motors, Ltd., 303, Essex Rd. Tel. Canonbury 6146. Retail dealers.

LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-808, Green Lanes, Winchmore Hill. Laburnum 6652/3/4. Retail dealers.

LONDON, E.6.—Norman Thomson (Motors), Ltd., 255-7, Barking Rd., East Ham Grangewood 2933. Dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133-135, High St. South, East Ham. Grangewood 2530 & 5834. Retail dealers.

LONDON, E.8.—Lex, 183, Dalston Lane. Tel. Amherst 2251. Morris retail dealers.

LONDON, E.11.—A. W. Story (Motors), Ltd., 683, High Rd., Leytonstone. Tel. 6671/2. Stocking dealers.

LONDON, S.E.6.—A. J. Allen & Son, Ltd., Bromley Rd. Hither Green 1144. Agents.

LONDON, S.E.10.—East Greenwich Garage, Ltd., Trafalgar Rd., Greenwich. Gre 4776/7. Retail dealers.

LONDON, S.E.21.—Charles H. Pickup, Ltd., 25, Dulwich Village. Gipsy Hill 0083. Retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. Forest Hill 9351. Retail dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tel. Sloane 4727. Stocking dealers.

MORRIS—*Continued*

LONDON, S.W.1.—Russell Motors (Knightsbridge), Ltd., 47, Sloane St. Sloane 9288. Retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Morris retail dealers.

LONDON, S.W.5.—U.S. Concessionaires, Ltd., Pontiac Works, Jubilee Pl., Chelsea Flaxman 7752/3/4 Retail dealers.

LONDON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., 34, Acre Lane. Brixton 4011. Retail dealers

LONDON, S.W.12.—H. W. H. Engineering Co., Ltd., 39, Nightingale Lane. Battersea 4051. Retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Pollards 2100. Area dealers.

LONDON, S.W.16.—Streatham Motor Garage & Elec. Eng. Co., Ltd., 45-45, Mitcham Lane. Streatham 2014/6. Retail dealers.

LONDON, S.W.18.—Stadium Service Station, 91-109, Garratt Lane, Wandsworth. Battersea 5770. Retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton), Ltd., 199, High Rd. Loughton 6262 Stocking dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peter's St. Lowestoft 683/4. Area dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

NORTH HARROW.—Stewart & Ardern, Ltd., Morris House, Canterbury Rd., Pinner Rd. Pinner 2200. Distributors.

NORTHAMPTON.—Hamtune Motors, Ltd., Park Garage, Wellington Rd., Weston-Favell. Tel. 32107. Morris stockists.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Rd. Garage. Norwich 24184 (3 lines). Retail dealers.

PEVENSEY BAY (Sussex).—Bambridge Bros., Ltd., Pevensey Bay Garage. Tel. 324 (2 lines). Retail dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888 (4 lines). Retail dealers.

PORTH (Rhondda).—Crown Motors (Thomas & Evans, Ltd.), Cemetery Rd. Tel. Porth 305. Area main dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5. Retail dealers.

READING.—Loddon Bridge Motors, Ltd., Earley. Tel. Reading 61602. Morris retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Retail agents.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. 61200. Morris retail dealers.

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broadfield Rd. Tel. 52404/5. Retail dealers.

SHEPPERTON - ON - THAMES.—Marshall's Garage. Tel. Walton-on-Thames 1829. Morris retail dealers.

SLOUGH (Bucks).—George Bates (Garage), Ltd., Hartwell's Motors, Bath Rd. Burnham 400/1. Dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., Empire Garage, St. Paul's Rd. Smethwick 1138/9. Retail dealers.

SOUTH CROYDON (Surrey).—Onwards Motors (Croydon), Ltd., 417-421, Brighton Rd. Tel. Croydon 3468/9.

SOUTHEND-ON-SEA.—Stewart & Ardern, Ltd., Morris House, 831-837, London Rd., Westcliff, Leigh-on-Sea 78291. Distributors.

SOUTH TOTTENHAM, N.15.—Stewart & Ardern, Ltd., Morris House, High Rd. Stamford Hill 1234. Distributors.

SOUTH WOODFORD, E.18.—W Jacobs & Son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7785/4/5. Retail dealers.

STAINES.—Stewart & Ardern, Ltd., Morris House, 37 London Rd. Tel. 4117. Distributors.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St. St. Neots 87. Retail dealers.

STORRINGTON (Sussex).—Stocker's Garage, The Square. Tel. Storrington 12. Morris retail dealers.

SUDBURY (Suffolk).—Dixon's Motor & Eng. Co., Ltd., Station Rd. & Friars St. Tel. 2321. Retail dealers.

SUTTON.—Stewart & Ardern, Ltd., Morris House, 32, Brighton Rd. Vigilant 7686. Distributors.

TUNBRIDGE WELLS.—The St. John's Motor Co., Ltd., 62-64, St. John's Rd. Tel. 20619. Stocking dealers.

TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. Morris retail dealers.

UXBRIDGE (Middx).—Locomotors, Ltd., 122-123, High St. Tel. Uxbridge 6371/3. Retail dealers.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Rd. Tel. Harrow 3432/3. Retail dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd. Tel. Arnold 4567. Retail dealers.

WESTON-SUPER-MARE.—Grove Park Garage, Ltd., Lower Bristol Rd. Tel. 17 & 2281. Main dealers.

WICKHAM MARKET (Suffolk).—C. C. Nealing, Ltd., High St., (Nr.) Woodbridge. Wickham Market 241. Dealers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Morris dealers.

WINDLESHAM (Surrey).—Matthew's, Corner Garage. Tel. Bagshot 2158. Morris retail dealers.

WOLVERTON (Bucks).—W. G. Sellick & Son, New Bradwell, Wolverton 3117. Morris retail dealers.

SPECIALISTS FOR—NEW CARS, CARAVANS & COMMERCIAL VEHICLES

MORRIS—*Continued*

WORTHING (Sussex).—Ferring Motors, Ltd., Ferring. Tel. Goring-by-Sea 43291/2. Retail stockists.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within) York 25388/9. Retail dealers.

NASH

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9. Nash Concessionaires.

OLDSMOBILE

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600. Oldsmobile sole distributors.

WEMBLEY (Middx).—Simpson's Motors (Wembley), Ltd., 545, High Rd. Tel. 3903 & 8691. Main dealers.

OPEL

LEICESTER.—C. A. Nelson, Ltd., Abbey Lane. Tel. 61241 & 61978. East Midlands distributors.

PEUGEOT

BERKS & OXON.—C.C.A. Motors (Reading), Ltd., 269, Oxford Rd. Reading 2520. Distributors.

GUILDFORD.—Pantiles Service Garage, Ltd., London Rd. Tel. 5326. Distributors in Surrey, Kent, Sussex, Hampshire.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Distributors.

LONDON, W.1.—Tom Knowles, 19 Brick St. Tel. Grosvenor 3673/4. Peugeot concessionaires.

WORTHING.—G. K. Ballamy (Automobile Engineers), Alfred Place. Tel. Worthing 5769. Peugeot distributors.

PONTIAC

LONDON, S.W.3.—U.S. Concessionaires, Ltd., Pontiac Works, Jubilee Place, Chelsea. Flaxman 7752/3/4. U.K. distributors.

WEMBLEY (Middx).—Simpson's Motors (Wembley), Ltd., 345 High Rd. Tel. 3903 & 8691. Main dealers.

PORSCHE

ISLEWORTH.—A.F.N., Ltd., Falcon Works, London Rd. Hounslow 0011. Sole concessionaires for Great Britain.

RELIANT THREE-WHEELER

CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel. 2145 & 2230. Reliant 3-wheeler distributors.

SAWBRIDGEWORTH (Herts).—J. Dixon & Son, High Wych Garage. Tel. 2372. Reliant 3-wheeler distributors.

RENAULT

BEXLEYHEATH.—Barnehurst Garage, Ltd., 1-9, Barnehurst Rd. Bexleyheath 725 & 9159. Distributors.

BRIDGWATER (Som).—W. E. Challice, Ltd., Cannington. Combwich 228. Distributors greater part of Somerset.

BUSHEY HEATH (Herts).—Alpine Bushey Garages, Ltd., 85-85, High Rd. Tel. 3282/3. Distributors for Hertfordshire.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-7, South St. Eastbourne 1870/1. Retail Dealers.

EPSOM.—Wilson's Automobile & Coachworks, Ltd., 1, Dorking Rd. Epsom 3901. Renault distributors.

ETON.—Eton Garages, Ltd., 124, High St., Windsor. Tel. Windsor 2782. Distributors.

EXETER (Devon).—Denis Davis Cars, Mecca Garage, 10, Southern Hay East and Magdalen Rd. Tel. 56881. Distributors.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Hudersfield 3311 (3 lines). Distributors.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Retail dealers.

LONDON, W.3.—C. R. Abbott & Co., Ltd., Dukes Rd., Western Ave., Acton. Tel. Acorn 3224/5. Distributors.

LONDON, N.W.6.—Auto Sales (London), Ltd., 59-65, Belsize Rd. Maida Vale 5555 & 2155. Distributors.

LONDON, S.E.25.—Locomotors, Ltd., Pembury Rd., South Norwood. Tel. Addiscombe 3134/5. Distributors.

LONDON, S.W.1.—Witcher & Son, The Garage, 59, Cadogan Lane. Sloane 4126. Stocking agents.

LONDON, S.W.7.—Offord & Sons, Ltd., 154, Gloucester Rd. Freemantle 3388. Distributors.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. 545. Renault agents.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Rd. Garage. Norwich 24184 (3 lines). Distributors.

SANDON (Nr.) Chelmsford.—J. Barr & Son (Engineering), Ltd., Southend Rd. Great Baddow 115. Distributors.

SITTINGBOURNE (Kent).—E. G. Pritchard, Ltd., Chalkwell Rd. Tel. 885-6. Renault Kent distributors.

SURBITON (Surrey).—Welham's Renault Sales & Service, 5 & 7 Surbiton Hill Rd. Elmbridge 1873. Distributors.

WOODFORD.—Hills Garage (Woodford), Ltd., 75-97, High Rd., Woodford Green. Buckhurst 0541 Dealers.

RILEY

AYLESBURY (Bucks).—The Bucks Motor Co., Ltd., 24-26, Great Western St. Tel. 164/5. Dealers.

BATLEY.—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Rd. Batley 1273 (3 lines). Retail dealers

BIGGLESWADE (Beds).—A. W. Watkin, Ltd., 116 Shortmead St. Tel. 2217. Riley stocking dealers.

BLACKWOOD (Mon.).—Alfred Chaston, Ltd. Tel. Blackwood 3165/6 Riley area main dealers.

RILEY—*Continued*

BRADFORD.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25591 (5 lines). Area dealers.

COLNE (Lancs).—D. Kitchen, Ltd., Atlas Garage, Colne 404 & 405. Distributors.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel. Dartford 3060. Riley dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. 2266. Riley retail dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines). Retail dealers.

GRIMSBY.—D. H. & A. H. Bloomer, Maude St. Tel. Grimsby 5488/9. Riley distributors.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Main agents.

KETTERING.—Grose (Kettering), Ltd., 1, Station Rd. Tel. Kettering 2861/2. Riley dealers.

LONDON, W.1. R. Hardy & Son, 52-55, Marylebone High St. Welbeck 1101/3. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, W.1.—S. Morris & Co., 40, Conduit St. Regent 0424 (6 lines). Agents.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7733. Retail dealers.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34 Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, W.11.—John S. Truscott, Ltd., 73, Westbourne Grove. Bayswater 4274. Stocking dealers.

LONDON, S.E.23.—Hartley's Garage, Ltd., 165-171, Stanstead Rd. Forest Hill 2244. Riley stockists.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Square. Tel. Sloane 4727. Stocking dealers.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Rd. Garages. Norwich 24184 (3 lines). Retail dealers.

READING.—Cyril Sheppard, "Sheppards Hill." Tel. Sonning 2345. Riley retail agents.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., Empire Garage, St. Paul's Rd. Smethwick 1138/9. Retail dealers.

SOUTHAMPTON.—H. G. Dobbs, Ltd., Riley House, 117, Lodge Rd. Tel. Southampton 25518. Distributors.

TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. Riley retail dealers.

UXBRIDGE (Middx).—Locomotors, Ltd., 122-125, High St. Tel. Uxbridge 6371-3. Retail dealers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Riley dealers.

ROLLS-ROYCE

GRIMSBY.—D. H & A. H. Bloomer, Maude St. Tel. Grimsby 5488/9. Rolls-Royce special retailers.

LONDON, W.1.—Jack Barclay, Ltd., Berkeley Sq. Tel. Mayfair 7444 Rolls-Royce retailers.

LONDON, W.1.—Charles Follett, Ltd., 18, Berkeley St., Mayfair. Mayfair 6266. Official retailers.

LONDON, W.1.—H. R. Owen, Ltd., 17, Berkeley St. Tel. Mayfair 9060 (10 lines). Retail dealers.

PRESTON (Lancs).—Loxhams Garages, Ltd., Rolls-Royce and Bentley Showrooms, Fishergate. Preston 4242. Special retailers.

WEYBRIDGE (Surrey).—Weybridge Automobiles, Ltd., Queens Rd. Weybridge 235 (5 lines) Special retailers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Rolls-Royce retail dealers.

ROVER

ATHERSTONE (Warwicks).—The Atherstone Garage & Electrical Co., 157, Long St. Atherstone 3169. Distributors.

AYLESBURY.—Michael Christie Motors, Bicester Rd. Tel. 4727. Rover area dealers.

BARKING (Essex).—Albon's Garage, Ltd., 105-7, Longbridge Rd Rippleway 1285/0180 Stocking dealers.

BASINGSTOKE.—R. Hardy & Son, Ltd., The By-Pass. Tel. Basingstoke 1364. Retail dealers.

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Bexleyheath 1666. Rover retail dealers.

BOURNEMOUTH (Hants).—Keystone Garage, Ltd., Exeter Rd. Tel. 4433. Rover authorized stocking dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., 137-149, Widmore Rd. Ravensbourne 3456 (5 lines). Area dealers.

CAMBERLEY (Surrey).—Henlys, Ltd., 182, London Rd. Tel. Camberley 77. Rover distributors.

COLCHESTER.—Spurling Motors, Ltd., North Hill. Tel. 4261, and North Station Rd. Tel. 3924. Main dealers.

CROYDON.—Leathwood's Garages, Ltd., 203, St. James's Rd. Thornton Heath 1222. Main dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines). Main dealers

EASTBOURNE (Sussex).—Clark & Lambert, Ltd., Trinity Place Garage. Tel. 4660. Distributors.

EDMONTON, N.9.—Grove Garages & Motors, 293-7, Fore St. Edmonton 4162 & 6050. Retail dealers.

EPSOM.—Page Motors, Ltd., 70, High St. Epsom 9891/2/3. Rover area dealers.

GILLINGHAM (Kent).—Autoyachts, Ltd., 171, Pier Rd. Tel. 59578 Rover retail dealers.

GRANTHAM.—North Road Garages (Gt. Ponton), Ltd., Great Ponton. Gt. Ponton 251/2. Distributors.

GRIMSBY.—D. H & A. H. Bloomer, Maude St. Tel. Grimsby 5488/9. Rover distributors.

ROVER—*Continued*

GUILDFORD.—Coombs & Son (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 62907/8/9. Main agents.

HADLEIGH (Essex).—Central Garage (Hadleigh), Ltd., Central Parade. Hadleigh 58230. Rover agents.

HALIFAX.—Hoffmanns of Halifax, Ltd., Huddersfield Rd. Tel. Halifax 5944 P.B. Ex. Area dealers.

HARLOW (Essex).—Parsons & Parsons (Garages), Ltd. Tel. Potter Street 121/2/3. Area dealers.

KETTERING.—Grose (Kettering), Ltd., 1, Station Rd. Tel. Kettering 2861/2. Rover dealers.

LEATHERHEAD.—Sandfords (Leatherhead), Ltd., Wodbridge Corner. Tel. 3033. Rover dealers.

LEICESTER.—W. E. Sturgess & Sons, Ltd., 118, Charles St. Tel. 20033. Rover distributors.

LEWES (Sussex).—Ruggs, Ltd., Station Garage, Lewes 147. Rover main dealers.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hill Brow. Liss 2121. Retail dealers.

LONDON, W.1.—Henlys, Ltd., Devonshire House, Piccadilly. Tel. Hyde Park 9151. Rover distributors.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, W.1.—H. R. Owen, Ltd., 17, Berkeley St. Tel. Mayfair 9060 (10 lines). Retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane. Grosvenor 4772 & 4357. Dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7733 Retail dealers.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4 Agents.

LONDON, W.C.1.—Gladwell & Keil (1932), Ltd., Ampton Street Works, Grays Inn Rd. Terminus 4461. Agents.

LONDON, W.C.2.—Salmons Garages, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3338/9. Retail dealers.

LONDON, N.W.1.—Henlys, Ltd., Henly House, 385, Euston Rd. Euston 4444. Rover distributors.

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd. Dudden Hill Lane. Willesden 4869. Rover dealers.

LONDON, N.W.11.—Henlys, Ltd., Henlys Corner, North Circular Rd., Finchley 0081. Rover distributors.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Mountview 5228. Retail dealers.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Rd., Forest Gate. Maryland 7781. Area dealers.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55, Burnage Lane. Rus. 2874/5.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

OXFORD.—J. Coxeter & Co., Ltd., Pork End St. Tel. Oxford 2275/6. Rover distributors.

PORTSMOUTH.—Linington Bros., Ltd., 30-32, Commercial Rd. Tel. Portsmouth 71661. Rover distributors.

PUTNEY, S.W.15.—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/5. Retail dealers.

READING (Berks).—T. Baker & Sons, 35 & 37, Friar St. Reading 3976. Distributors.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 176, Sheen Rd. Richmond 4822/3. Sales, service.

SANDERSTEAD.—Leathwood's Garages, Ltd., 367, Limpsfield Rd. Tel. Sanderstead 4478/9. Rover main dealers.

SCUNTHORPE.—E. Rounce, Ltd., Brumby Wood Lane. Tel. Scunthorpe 2163 Rover main dealers.

SOUTHAMPTON (Hants).—South Western Garage (Southampton), Ltd., Marsh Lane. Tel. Southampton 22313/4. Distributors.

THAMES DITTON (Surrey).—Guy Salmon (Automobiles), Portsmouth Rd. Emberbrook 5551. Rover retail dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage. Wentworth 3154. Area dealers.

WALTHAM ABBEY.—Hazlemere Motor Co., Ltd., Highbridge St. Waltham Cross 2275/6/7. Retail dealers.

WATFORD (Herts).—Harris-Mayes & Co., The Ace of "Herts" Garage. Tel. 4096. Main dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd. Tel. Arnold 4567. Retail dealers.

WEYBRIDGE.—Wood's Garages, Ltd., High St. Tel. 2268/9. Rover area dealers.

WIGAN.—Timberlake of Wigan, Library St. Tel. Wigan 3451. Rover dealers.

WINCHESTER.—Winchester Motor Co., Ltd., St. Cross Rd. Tel. 3231/2. Rover area dealers.

WOKING.—L. F. Dove, Ltd., Guildford Rd. Woking 1282 (3 lines). Dealers.

LAND-ROVER

AYLESBURY.—Michael Christie Motors, Bicester Rd. Tel. 4727. Land-Rover area dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines) Main dealers.

EASTBOURNE (Sussex).—Clark & Lambert, Ltd., Trinity Place Garage. Tel. 4660. Distributors.

GRANTHAM.—North Road Garages (Gt. Ponton), Ltd., Great Ponton Gt Ponton 251/2. Distributors.

GRIMSBY.—D. H. & A. H. Bloomer, Maude St. Tel. Grimsby 5488/9. Land-Rover distributors.

SPECIALISTS FOR—NEW CARS, CARAVANS & COMMERCIAL VEHICLES

LAND-ROVER—*Continued*

HALIFAX.—Hoffmanns of Halifax, Ltd., Huddersfield Rd. Tel. Halifax 5944 P.B. Ex. Area dealers.

LEICESTER.—W. E. Sturgess & Sons, Ltd., 118, Charles St. Tel. 20033. Land-Rover distributors.

LEWES (Sussex).—Ruggs, Ltd., Station Garage. Lewes 147. Land-Rover main dealers.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hill Brow. Liss 2121. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, E.7.—R. P. Powell Motors, Ltd., 321, Romford Rd., Fores Gate. Maryland 7781. Area dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Farr & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881 & 7885. Retail dealers.

READING (Berks).—T. Baker & Sons, 35 & 37, Friar St. Reading 3976. Distributors.

SOUTHAMPTON (Hants).—South Western Garage (Southampton), Ltd., Marsh Lane. Tel. Southampton 22313/4. Distributors.

WALTHAM ABBEY.—Haslemere Motor Co., Ltd., Highbridge St. Waltham Cross 2275/6/7. Retail dealers.

WATFORD (Herts).—Harris-Mayes & Co., The Ace of "Herts" Garage. Tel. 4026. Main dealers.

WEYBRIDGE.—Wood's Garages, Ltd., High St. Tel. 2268/9. Land-Rover area dealers.

SIMCA

EXETER (Devon).—Denis Davis Cars, Mecca Garage, 10, Southern Hay East and Magdalen Rd. Tel. 56881. Distributors.

LONDON, W.1.—Mayfair Garages, Ltd., Balderton St. (Opp. Selfridges clock.) Tel. Mayfair 3104/5.

LONDON, W.1.—H. C. Paul, Ltd., 32, Bruton Place, Berkeley Sq. Mayfair 0821. Distributors.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Mountview 5228. Distributors.

MANCHESTER, 14.—Anderson's Garage, Ltd., 1, Egerton Rd., Fallowfield. Rusholme 2866 Distributors.

PORTCHESTER (Hants).—Huxford & Saunders, Ltd., The Fairway Garage, West St. Cosham 76770. Dealers.

SURREY.—Anthony Crook, Distributors, High St., Esher. Esher 4580.

SINGER

AYLESBURY (Bucks).—G. E. Lawrence (Motors), Ltd., New Street Garage. Tel. Aylesbury 368. Distributors.

BERKHAMSTED (Herts).—Deer Leap Garage. Tel. Little Gaddesden 2273. Singer area dealers.

BROMLEY.—Johnson & Brown, 268-270, High St. Ravensbourne 8841/2. Singer area dealers West Kent.

BURY ST. EDMUNDS.—Frederick A Jenkins & Sons, St. Andrews Garage. Tel. 868. Area dealers.

CHELMSFORD.—Sewell & King, Ltd., Springfield Rd. Tel. 2145 & 2230.- Singer distributors.

COLCHESTER (Essex).—Anglian Autos, 10, Osborne St. Tel. 4955. Singer area dealers.

HARROW.—Buntings Motor Exchange, Ltd., Bonnersfield Lane. Tel. Harrow 6225/6. Singer main agents.

HORLEY (Surrey).—F. Fairman & Sons, Ltd., Victoria Rd. Horley 17. Distributors for Surrey (excl. Met. area).

HULL.—Northwood Motors (Hull), Ltd., George St. Tel. Hull 33822. Singer distributors.

KINGSTON-ON-THAMES.—Arthur Cook Motors, Ltd., 158, Cambridge Rd. Tel. Kingston 9816. Retail dealers.

LEICESTER.—W. E. Sturgess & Sons, Ltd., 118, Charles St. Tel. 20033. Singer distributors.

LONDON, N.6.—Gatehouse Motors, Ltd., 1, Hampstead Lane, Highgate. Mountview 4444. Area dealers.

LONDON N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd, Hornsey. Mountview 5228. Retail dealers.

LONDON, N.14.—Premier Garage (Southgate), Ltd., 99, Chase Side, Southgate. Palmers Green 3687/8/9.

LONDON, S.W.13-14-15.—Automenders, Ltd., Lowther Garage, Ferry Rd. Barnes. Riverside 9281/2/3. Area distributors.

MAIDENHEAD.—Skindles Garages, Ltd., The Bridge. Tel. Maidenhead 886 & 1504. Area dealers.

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. 545. Singer agents.

NORTH CHEAM (Surrey).—Lex, 585, London Rd. Tel. Derwent 2266/7. Singer area dealers.

NORWICH.—Boshier of Norwich (Distributors), Ltd., Chapelfield Road Garage. Tel. Norwich 24184. Singer distributors.

NORWICH.—Harvey Lane Garage, 34-36, Harvey Lane. Tel Norwich 33960. Area dealers.

PAIGNTON.—Preston Garage, 391, Torquay Rd., Preston. Tel. Paignton 82756. Singer distributors.

PLYMOUTH (Devon).—Turnbulls, Ltd. Tel. 64314. Singer distributors.

READING.—Royal Berks Motor Co., 35-43, Thorn St. Tel. Reading 54639. Singer distributors.

SCUNTHORPE.—E. Rounce, Ltd., Brumby Wood Lane. Tel. Scunthorpe 2163. Singer main dealers.

SIDCUP (Kent).—G. Sheppard & Son, Ltd., 15, Rectory Lane. Footscray 2132 & 2589. Area dealers.

ST. IVES (Hunts).—G. Jude & Sons, The Quadrant. Tel. St. Ives 3187. Area dealers.

SUTTON (Surrey).—Read Car Co., Ltd., 14 & 17, Regent Parade. Vigilant 8978. Retail dealers.

SINGER—*Continued*

WALTHAM CROSS & ENFIELD.—Douglas Car Sales. Waltham Cross. Tel. 4124 & 4923. Area dealers.

WATFORD.—D. S. Moss & Sons, Ltd., 5, Hempstead Rd. Watford 2671. Distributors.

WIMBLEDON, S.W.19.—G.B.M. (Wimbledon), Ltd., Gap Rd. Tel. Wim. 1236. Singer area dealers.

WOKING.—Corner Garage Car Sales, Ltd., St. John's Rd. Tel. Woking 3464. Singer dealers.

WOODFORD.—Hills Garage (Woodford) Ltd., 75-97, High Rd., Woodford Green. Buckhurst 0541. Area dealers.

WORTHING.—Marriots Garage, Ltd., 94, Broadwater Street East. Worthing 1583. Area dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). York 25388/9 Distributors.

STANDARD

ALTON (Hants).—F. W. Kerridge, Ltd., 32-36a, High St. Tel Alton 2224/5. Retail dealers.

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont), Ltd., Standard House. Amersham 870. Standard distributors.

BASINGSTOKE.—R. Hardy & Son, Ltd., The By-Pass. Tel. Basingstoke 1364. Retail dealers.

BASINGSTOKE.—Tysoe & Lewin, Ltd., London Rd. Tel. Basingstoke 71. Standard main dealers.

BATTERSEA, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Stocking dealers.

BAYSWATER, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove. Bayswater 0085/6. Retail dealers.

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Bexleyheath 1666. Standard area dealers.

BILLERICAY (Essex).—W. H. Arthur & Co., Ltd., Station Garage. Tel. Billericay 110. Dealers.

BISHOP'S STORTFORD (Herts).—H. R. Moore, Ltd., Standard House, Northgate End. Tel. 1140. Standard distributors.

BORDON (Hants).—Whitehill Garage & Service Station, Whitehill. Tel. 173. Standard dealers.

BRENTFORD (Middx).—Lex, The Dome, Great West Rd. Tel. Ealing 2273. Standard retail dealers.

BRENTWOOD (Essex).—Hutton Garages, Ltd., Hutton. Tel. Brentwood 2417. Standard agents.

BROMLEY (Kent).—K.J. Motors, Ltd., 137-149, Widmore Rd. Ravensbourne 3456 (5 lines). Area dealers.

CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandaff North. Tel. Whitchurch 671. Retail dealers.

CHANDLERS FORD (Hants).—Shorts Garages (Chandlers Ford), Ltd., 109, Winchester Rd., Eastleigh. Chandlers 2221. Dealers.

COCKFOSTERS (Herts).—Broadfield Garage & Engineering Co., Ltd., Standard House. Barnet 7301. Area dealers North London.

COLCHESTER.—Eastern Automobiles (Colchester), Ltd., Colchester By-Pass, Elmstead Rd. Colchester 6281/2. Area dealers.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Croydon 6088 (private exchange). Distributors.

CRYSTAL PALACE, S.E.19.—Selhurst Park Garages, 46-48, Church Rd. Livingstone 2606. Retail dealers.

DARTFORD (Kent).—H. E. Drake, Ltd., 709, Princes Rd. Dartford 4269. Standard sub-dealers.

DORKING (Sy).—F. W. Mays & Co., Ltd., 105, South St. Dorking 2244. Area dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-7, South St., Eastbourne 1870/1. Retail dealers.

EDGWARE (Middx).—S. Rowen & Sons, Ltd., Hillside Garage, High St. Edgware 4464/5. Retail dealers.

EDGWARE (Middx).—Deansbrook Garage, 130, Hale Lane. Tel. Mill Hill 2244. Retail dealers.

EDMONTON, N.9.—Grove Garages & Motors, 293-7, Fore St. Edmonton 4162 & 6050. Retail dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 5611. Retail dealers

EPSOM.—Wilson's Automobile & Coachworks, Ltd., 1, Dorking Rd. Epsom 3901. Standard distributors.

EXETER.—Lock Brothers, Ladysmith Rd. Tel. 73990. Standard retail dealers

HARROW (Middx).—Central Motors (Harrow), Ltd., 98, 105 108, Pinner Rd. Tel. 1707. Retail dealers.

HARROW WEALD (Middx).—Lex, 74, Uxbridge Rd. Tel. Grimsdyke 3212. Standard retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Hoddesdon 4021/2. Retail dealers.

HORLEY (Surrey).—Locomotors, Ltd., Brighton Rd. Tel. Horley 383/4. Standard retail dealers.

HORSHAM.—Jackson Bros. (Horsham), Ltd., London Rd. Tel. 4311. Standard area dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., East Parade. Tel. Hudds. 7676 (3 lines). Distributors.

IPSWICH.—Revetts, Ltd., 18, St. Margarets Green. Tel. 4556. Standard stocking dealers.

ISLEWORTH (Middx).—Lex, 317/323, London Rd. Tel. Hounslow 3110. Standard retail dealers.

KINGSBURY, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Colindale 6134/5/6. Retail dealers.

LEICESTER.—The County Garage (Leicester), Ltd., Aylestone Rd. Tel. 20247/8. Standard retail dealers.

LEWISHAM & CATFORD.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee Green 1051/2. Hither Green 3998. Retail dealers

STANDARD—*Continued*

LONDON, W.1.—R. Hardy & Son, 52-55, Marylebone High St. Welbeck 1101/3. Retail dealers.

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600 Standard retail dealers.

LONDON, W.1.—E. L. Mendel, Ltd., 85, Great Portland St. Langham 2261. Retail dealers.

LONDON, W.1.—S. Morris & Company, 40, Conduit St. Regent 0424 (6 lines). Agents.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane. Grosvenor 4772 & 4357. Retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7733 Retail dealers.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, W.6.—Normand, Ltd., 405, King St., Hammersmith. Riverside 3665/6 Standard retail dealers.

LONDON, W.11.—John S. Truscott, Ltd., 73, Westbourne Grove. Bayswater 4274. Stocking dealers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing. Ealing 5044. Stockists

LONDON, W.C.2.—Salmons Garages, Ltd., 6-9, Upper St. Martin's Lane. Temple Bar 3338/9. Retail dealers.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstone 8480. Retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 565-571, Watford Way, Mill Hill. Tel. 4232. Appointed dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Agents.

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd., Dudden Hill Lane. Willesden 4869. Standard dealers.

LONDON, N.W 10.—Lex, Ace Corner, North Circular Rd. Tel. Elgar 5585 & 7680. Retail dealers.

LONDON, N.6.—Martin Motors (Highgate), Ltd., Highgate High St. Mountview 3413. Standard stockists.

LONDON, N.8.—Ellis & Co., 44-58, High St., Hornsey. Mountview 2255. Stocking dealers

LONDON, N.8.—Lyne, Frank & Wagstaff, Ltd., 163, Tottenham Lane, Crouch End. Mountview 4401. Retail dealers.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey Mountview 5228. Stocking dealers.

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Ent. 7667 & Tud. 9801. Stocking dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill 8000. Agents.

LONDON, N.21.—Winchmore Hill Garage, Ltd., 804-808, Green Lanes, Winchmore Hill. Laburnum 6652/3/4. Retail dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133-135, High St. South, East Ham. Grangewood 2530 & 5834. Retail dealers.

LONDON, S.E.6.—A. J. Allen & Son, Ltd., Bromley Rd. Hither Green 1144. Agents.

LONDON, S.E.10.—Greenwich Automobiles, Ltd., 18-19, Stockwell St. Greenwich 1438 & 5278. Area dealers.

LONDON, S.E.14.—New Cross Car Mart, Ltd., 71, Lewisham Way. Tel. Tideway 2908. Stocking dealers.

LONDON, S.E.20.—Harold G. Cole & Co., Ltd., Ancaster Garage, Croydon Rd., Penge. Sydenham 4415/6. Retail dealers.

LONDON, S.E.23.—Seager & Co., 175, Perry Vale. Forest Hill 1838. Retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. Forest Hill 9351. Retail dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., William St., Lowndes Square. Sloane 1709. Retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel Kensington 1410. Standard retail dealers.

LONDON, S.W.6.—Atalanta Service Station, 79-91, New King's Rd. Tel. Renown 1183. Standard retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd. Ken. 2477/8. Retail dealers.

LONDON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., 34, Acre Lane, Brixton 4011. Retail dealers.

LONDON, S.W.15.—X.L. Service Station, Kingston Vale. Tel. Kin. 8333. Standard retail dealers.

LONDON, S.W.16.—Bertram Cowen, Ltd., 1-3, Hermitage Lane, Streatham. Pollards 2100. Retail dealers.

LONDON, S.W.18.—Magdalen Motors, Ltd., 311, Trinity Rd. Battersea 5573. Standard retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton), Ltd., 199, High Rd. Loughton 6262 Stocking dealers.

MAIDSTONE (Kent).—Miles (Maidstone), Ltd., King St. Maidstone 4714. Mid-Kent distributors.

MALVERN.—Rothwell & Milbourne, Ltd., Central Garage. Tel. Malvern 300/1. Standard area dealers.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55, Burnage Lane. Rus. 2874/5. Retail dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3391 (3 lines). Standard distributors.

NOTTINGHAM.—H. Johnson (Cars), Ltd., 249, Sherwood St., near Forest Rd. Tel. 44568. Stockists.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

STANDARD—*Continued*

OXFORD.—Eyles & Eyles, Ltd., "Standard House," London Rd., Headington. Tel. Oxford 6699. Standard distributors.

PINNER (Middx.).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9688 (4 lines). Retail dealers.

PONDERS END (Enfield).—Waltérs (Motors), Ltd., 356-360, High St. Howard 1646, 1931. Retail dealers.

PORTSMOUTH.—Seals of Southsea, Ltd., 67, Highland Rd. Tel. 32222. Standard dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/5. Retail dealers.

READING.—Julians of Reading, Ltd., 27, Kings Rd. Tel. Reading 2494. Standard distributors.

RICHMOND (Surrey).—The Black Horse Garage (Richmond), Ltd., 176, Sheen Rd. Richmond 4822/3. Sales, service.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. 61200. Standard retail dealers.

ROMFORD.—Webbs Garage, 145-149, North St. Tel. Romford 1021. Standard retail dealers.

SHEFFORD (Beds).—Masons Garage (Shefford), Ltd., Clifton Rd. Tel. 346. Standard main agents.

SHEPPERTON-ON-THAMES.—Marshall's Garage. Tel. Walton-on-Thames 1829. Standard retail dealers.

SITTINGBOURNE (Kent).—E. G. Pritchard, Ltd., Chalkwell Rd. Tel. 885/6. Standard stockists.

SOUTHALL (Middx).—Rusticum Service Station, Ltd., Norwood Green. Tel. Southall 2730.

SOUTH KENSINGTON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Fremantle 7722. Agents.

SOUTH NORWOOD, S.E.25.—Leathwood's Garages, Ltd., 5, Selhurst Rd. Thornton Heath 1222/3/4.

SURBITON (Surrey).—Mac Motors (Surbiton), Ltd., 119, Brighton Rd. Elmbridge 3974 & 9430. Appointed agents

SUTTON (Surrey).—Read Car Co., Ltd., 13 & 17, Regent Parade. Vigilant 8978. Retail dealers.

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood. East Peckham 274 (7 lines). Retail dealers.

TOTNES.—Evans & Cutler, Ltd., "The Standard People." Tel. 2340 Day. 2027 Night. Area dealers.

TRING (Herts).—The Market Garage, Brook St. Tel. Tring 2049. Standard retail dealers.

TUNBRIDGE WELLS.—Gibson's Garage, Ltd., Crescent Rd. Tunbridge Wells 1225. Agents.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 5440. Distributors.

TUNBRIDGE WELLS.—Wards Service Garage, Ltd., 319-325, St. Johns Road. Southborough 1000 (5 lines). Area dealers.

TWICKENHAM.—Spikins (Twickenham), Ltd., Health Rd. Tel. Popesgrove 1035/6/7/8. Standard area dealers.

UXBRIDGE (Middx).—Locomotors, Ltd., 122-125, High St. Tel. Uxbridge 6371/3. Area dealers.

WALTHAM ABBEY.—Hazelmere Motor Co., Ltd., Highbridge St. Waltham Cross 2275/6/7. Retail dealers.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Rd. Tel. Harrow 3432/3. Retail dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd. Tel. Arnold 4567. Retail dealers.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Retail dealers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Standard area dealers.

WIMBLEDON, S.W.19.—Dudley Cobbold, 208, 210, 216, The Broadway. Cherrywood 3366/7. Standard agents.

WIMBLEDON, S.W.19.—L. F. Dove, Ltd., 69, The Broadway. Liberty 3456 (4 lines). Standard distribution.

WITHAM (Essex).—Witham Motor Co. (Essex), Ltd., West End Works. Tel. 3360. Stocking dealers.

WOKING.—L. F. Dove, Ltd., Guildford Rd. Woking 1282 (3 lines). Retail dealers.

WOLVERTON (Bucks).—W. G. Sellick & Son, New Bradwell. Wolverton 3117. Standard retail dealers.

WOOTTON BASSETT (Wilts).—A. & T. Strange, Central Garage. Tel. 216. Standard retail dealers.

WORCESTER.—P. W. Barker, Ltd., 82-84, Lowesmoor. Tel. Worcester 5161. Standard distributors.

WORTHING.—Boorers Garage, 53, Broadwater St. Tel. 5467/8. Standard area dealers.

SUNBEAM

ABERGELE.—Slater's Garages (Abergele), Ltd. Tel. 2346/7. Sunbeam retail dealers.

ALDERSHOT (Hants).—H. A. Charter, Station Rd. Tel. 1246/7. Sunbeam main dealers.

AYLESBURY.—Michael Christie Motors: Bicester Rd. Tel. 4727. Sunbeam area dealers.

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 05322 & 0910. Area dealers.

BARNSTAPLE.—Cox of Devon, Newport Garage. Tel. 3048 (4 lines). Sunbeam distributors.

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. 386. Sunbeam main dealers.

BEXLEYHEATH.—Broadway Motors (J. D. Verrette, Ltd.), 16-18, Broadway. Tel. Bexleyheath 3591/2. Area dealers.

BIRMINGHAM, 27.—Central Garage (Olton), Ltd., 2, Warwick Rd., Olton. Aco 0062 & 3584. Retail dealers.

SUNBEAM—*Continued*

BIRMINGHAM.—R. E. Green, Ltd., The Parade, Moseley. Tel. South 0388/9. Sunbeam dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20051 (10 lines). Sunbeam distributors.

BROMLEY COMMON (Kent).—Tudor Auto Service, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Area dealers.

CHANDLERS FORD (Hants).—Shorts Garages (Chandlers Ford), Ltd., 109, Winchester Rd., Eastleigh. Chandlers 2221. Dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Highcliffe 2275/6. Retail dealers.

COVENTRY.—Martin's Garage, London Rd. Te., Toll Bar 3169.

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Northgate Gardge, Woodfield Rd. Tel. 1818. Main agents.

CROYDON.—Manton Motors, Ltd., 25-27, Shirley Rd. Tel. Addiscombe 6051. Sunbeam area dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Croydon 2115/6/7. Sunbeam area dealers.

CROYDON (Surrey).—W. Shirley & Sons, 17, Montague Rd. Tel. 8341 (4 lines). Retail dealers.

ENFIELD (Middx).—Lyne, Frank & Wagstaff, Ltd., London Road Enfield 1203/4/5. Area dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High Street. Epsom 5611. Retail dealers.

ERITH (Kent).—North End Motors, Ltd., North End Rd. Erith 3000 (5 lines). Area dealers.

GERRARDS CROSS (Bucks).—Lewis Motors (G.X.), Ltd., Station Road. Gerrards Cross 3777. Retail dealers.

GLOUCESTER.—Taylor's Crypt House Motors, Ltd., London Rd. Tel. 24081 (4 lines). Sunbeam main dealers.

GRIMSBY.—D. H. & A. H. Bloomer, Maude Street. Tel. Grimsby 5488/9. Sunbeam retail dealers.

GUILDFORD.—A. Gray & Co., Ltd., 7-8, Woodbridge Rd. Guildford 2885. Main dealers.

HARROW (Middx).—Automobile & Aircraft Services, Ltd., 609, Kenton Road, Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HARROW (Middx).—Northern Motors of Harrow, 186-194 Pinner Road. Harrow 4444. Sunbeam retail dealers.

HARROW.—Ruffells Motors, 185, High Street, Wealdstone. Harrow 6421/2/3. Sunbeam area dealers.

HAVERFORDWEST (Pembs).—James Parry, County Motors. Tel. 122. Sunbeam retail dealers.

ISLEWORTH.—B. N. White-Spunner, Ltd., 640-652, London Rd. Hounslow 2552, 2151, 2554. Area dealers.

LEICESTER.—Campion's, 45, Braunstone Gate. Tel. 25421 (4 lines). Sunbeam retail dealers.

LEWES (Sussex).—Ruggs, Ltd., Station Garage, Lewes 147. Sunbeam main dealers.

LONDON, N.17.—Robert Chidley, Ltd., 658, High Rd. Tel. Tottenham 8811/2/3. Main dealers.

LONDON, N.17.—Hale Motors (Tottenham), Ltd., The Hale, Tottenham. Tel. 7771/2/3/4. Stocking dealers.

LONDON, E.4.—Reliance Motors (Chingford), Ltd., Hall Lane, Chingford. Tel. Sil. 1820. Area dealers.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Lee Green 8585. Sunbeam main dealers.

LONDON, S.W.6.—Atlanta Service Station, 79-91, New Kings Road. Tel. Renown 1185. Sunbeam retail dealers.

NEWPORT (Mon).—F. N. Morgan & Co., Ltd., 57-59, Chepstow Road. Tel. 59941/2/3. Main dealers. dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd. 268 Ayr Road. Tel. Newton Mearns 2271. Distributors.

PETERBOROUGH.—Clarke Bros. Services, Ltd., Crawthorne Garages. Tel. Peterborough 3556. Sunbeam main dealers.

POOLE (Dorset).—Parkway Garages, Ltd., Sandbanks Road, Parkstone. Canford Cliffs 78078/78278. Retail dealers.

ROMFORD (Essex).—The Links Garage, Collier Row. Tel. 3882. Sunbeam dealers.

RUGBY.—Geo. T. Hilton & Co., Ltd., North Street. Tel. 2291/2. Sunbeam distributors.

SOUTHAMPTON.—Alec Bennett, Ltd., 133, Portswood Rd. Tel. Southampton 54081 (5 lines). Main dealers.

SUTTON.—Phœnix Motor Co. (Surrey), Ltd., Phœnix House High St. Vigilant 0161 (8 lines). Main dealers.

TUNBRIDGE WELLS.—J. Rawson & Sons, Ltd., Mount Pleasant. Tunbridge Wells 3494/5/6. Main dealers.

WINCHESTER.—Will Short, Ltd., 2-4, St. Cross Rd. Tel. Winchester 2396. Main dealers.

WINDSOR.—Martins of Windsor, 103, St. Leonards Road. Tel. Windsor 349. Main dealers.

WOKING.—L. F. Dove Ltd., White Rose Lane. Woking 1282 (3 lines). Sunbeam dealers.

WORTHING.—Boorers Garage, 53, Broadwater Street. Tel. 5467/8. Sunbeam dealers.

TRIUMPH

AMERSHAM (Bucks).—Station Garages (Amersham & Chalfont) Ltd., Standard House, Amersham 870. Triumph distributors.

BASINGSTOKE.—R. Hardy & Son, Ltd., The By-Pass. Tel. Basingstoke 1364. Retail dealers.

BASINGSTOKE.—Tysoe & Lewin, Ltd., London Rd. Tel. Basingstoke 71. Triumph main dealers.

BAYSWATER, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove. Bayswater 0085/6. Retail dealers.

TRIUMPH—*Continued*

BEXLEYHEATH.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway. Bexleyheath 1666. Triumph area dealers.

BORDON (Hants).—Whitehill Garage & Service Station, Whitehill. Tel. 173. Triumph dealers.

BRENTFORD (Middx).—Lex, The Dome, Great West Rd. Tel. Ealing 2273. Triumph retail dealers.

BRENTWOOD (Essex).—Hutton Garages, Ltd., Hutton. Tel. Brentwood 2417. Triumph agents.

BROMLEY (Kent).—K.J. Motors, Ltd., 137-149, Widmor Road. Ravensbourne 3456 (5 lines). Area dealers.

CARDIFF.—Heaps Garage, 29-35, Station Rd., Llandaff North. Tel. Whitchurch 671. Retail dealers.

CHANDLERS FORD (Hants).—Shorts Garages (Chandlers Ford), Ltd., 109, Winchester Road, Eastleigh. Chandlers 2221. Dealers.

COCKFOSTERS (Herts).—Broadfield Garage and Engineering Co., Ltd., Standard House. Barnet 7501. Area dealers North London.

CROYDON.—Carrs Auto Sales, Ltd., Standard House, South End. Croydon 6088 (private exchange). Distributors.

CRYSTAL PALACE, S.E.19.—Selhurst Park Garages, 46-48 Church Road. Livingstone 2606. Retail dealers.

DARTFORD (Kent).—H. E. Drake, Ltd., 709, Princes Rd. Dartford 4269. Triumph sub-dealers.

DORKING (Surrey).—F. W. May & Co., Ltd., 105, South St. Dorking 2244. Retail dealers.

EASTBOURNE.—Willetts (Eastbourne), Ltd., Jaguar House, 85-7, South St. Eastbourne 1870/1. Retail dealers.

EPSOM.—H. F. Edwards & Co., Ltd., 28-34, Upper High St. Epsom 5611. Retail dealers.

EPSOM.—Wilson's Automobile & Coachworks, Ltd., 1, Dorking Rd. Epsom 3901. Triumph distributors.

HARROW WEALD (Middx).—Lex, 74, Uxbridge Rd. Tel. Grimsdyke 5212. Triumph retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Hoddesdon 4021/2. Retail dealers.

HUDDERSFIELD.—A. G. Boyes & Co., Ltd., East Parade. Tel. Hudds. 7676 (5 lines). Distributors.

ISLEWORTH (Middx).—Lex, 317-323, London Rd., Tel. Hounslow 3110. Triumph retail dealers.

LEWISHAM & CATFORD.—Premier Motors, 295-7, Lewisham High St., S.E.13. Lee Green 1051/2. Hither Green 3996. Retail dealers.

LONDON, W.1.—R. Hardy & Son, 52-55, Marylebone High St. Welbeck 1101/3. Retail dealers.

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600. Triumph retail dealers.

LONDON, W.1.—Basil Roy, Ltd., 161, Great Portland St. Langham 7733. Retail dealers.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4. Agents.

LONDON, W.11.—John S. Truscott, Ltd. 173, Westbourne Grove. Bayswater 4274. Stocking dealers.

LONDON, W.13.—Green Man Garage (Ealing), Ltd., 64, The Broadway, West Ealing. Ealing 5044. Stockists.

LONDON, N.W.2.—Starnes Motors, 103, The Broadway, Cricklewood. Tel. Gladstone 2480. Retail dealers.

LONDON, N.W.7.—Hillwood Motors, Ltd., 565-571, Watford Way, Mill Hill. Tel. 4232. Appointed dealers.

LONDON, N.W.10.—Burge & Inglis (Motors), Ltd., Dudden Hill Lane. Willesden 4869. Triumph dealers.

LONDON, N.W.10.—Lex, Ace Corner, North Circular Rd. Tel. Elgar 5585 & 7680. Retail dealers.

LONDON, N.6.—Martin Motors (Highgate), Ltd., Highgate High St. Mountview 3413. Triumph stockists.

LONDON, N.8.—Jack Williams (Motors), Ltd., 169, Priory Rd., Hornsey. Mountview 5228. Stocking dealers.

LONDON, N.11.—L. H. Spring & Co., Friern Barnet Garage, Colney Hatch Lane. Ent. 7667. Tud. 9801. Stocking dealers.

LONDON, N.15.—Marston Motor Co., Ltd., Seven Sisters Rd., Tottenham. Stamford Hill. 6000. Agents.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. Forest Hill 9351. Retail dealers.

LONDON, S.W.1.—Evans & O'Malley, Ltd., William St., Lowndes Square. Sloane 1709. Retail dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Triumph retail dealers.

LONDON, S.W.6.—Atalanta Service Station, 79-91, New Kings Rd. Tel. Renown 1185. Triumph retail dealers.

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd. Ken. 2477/8. Retail dealers.

LONDON, S.W.9.—Wilson's Automobile & Coachworks, Ltd., 34, Acre Lane, Brixton. 4011. Retail dealers.

MAIDSTONE (Kent).—Miles (Maidstone), Ltd., King St. Maidstone 4714. Mid-Kent distributors.

MANCHESTER.—A. Freeman, Ltd., Grosvenor Garage, 55, Burnage Lane. Rus. 2874/5. Triumph retail dealers.

NORTHAMPTON.—The Douglas Garage, Ltd., 46-50, Sheep St. Tel. 3391 (3 lines). Triumph distributors.

NOTTINGHAM.—H. Johnson (Cars), Ltd., 249, Sherwood St., near Forest Rd. Tel. 44568. Stockists.

OXFORD.—Eyles & Eyles, Ltd., "Standard House," London Rd., Headington. Tel. Oxford 6699. Triumph distributors.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

TRIUMPH—*Continued*

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9688 (4 lines). Retail dealers.

PONDERS END, Enfield.—Walters (Motors), Ltd., 356-360, High St. Howard 1646 & 1931. Retail dealers.

PORTSMOUTH.—Seals of Southsea, Ltd., 67, Highland Rd. Tel. 32222. Triumph dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7861/5. Retail dealers.

READING.—Julians of Reading, Ltd., 27, Kings Rd. Tel. Reading 2494. Triumph distributors.

ROMFORD (Essex).—Romford Motor Co., 181, South St. Tel. 61200. Triumph retail dealers.

ROMFORD.—Webbs Garage, 145-149, North St. Tel. Romford 1021. Triumph retail dealers.

SOUTHALL (Middx).—Rusticum Service Station, Ltd., Norwood Green. Tel. Southall 2730.

SOUTH KENSINGTON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd., Fremantle 7722. Agents.

SURBITON (Surrey).—Mac Motors (Surbiton), Ltd., 119, Brighton Rd. Elmbridge 3974, 9430. Appointed agents.

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood. East Peckham 274 (7 lines). Retail dealers.

TOTNES.—Evans & Cutler, Ltd., "The Standard People." Tel. 2340 day. 2027 night. Area dealers.

TUNBRIDGE WELLS.—G Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 3440. Distributors.

TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. Triumph area dealers.

WEALDSTONE (Middx).—G. & C. Motor Garages, Ltd., Canning Rd. Tel. Harrow 3432/3. Retail dealers.

WESTCLIFF-ON-SEA (Essex).—Chalkwell Motor Co., Ltd., 684-6, London Rd. Leigh-on-Sea 78247. Retail dealers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Triumph area dealers.

WIMBLEDON, S.W.19.—L. F. Dove, Ltd., 69, The Broadway. Liberty 3456 (4 lines). The T.R. Centre.

WOOTTON BASSETT (Wilts).—A. & T. Strange, Central Garage. Tel. 216. Triumph retail dealers.

VAUXHALL

ABERGELE.—Slater's Garages (Abergele), Ltd. Tel. 2346/7. Vauxhall retail dealers.

ALDERSHOT (Hants).—E. J. Baker & Co. (Dorking), Ltd., 42-44, Birchett Rd. Aldershot 777. Dealers.

BIGGLESWADE (Beds).—A. W. Watkin, Ltd., 116, Shortmead St. Tel. 2217. Vauxhall area dealers.

BIRMINGHAM, 24.—Yenton Garage Co., Ltd., 724, Chester Rd. Tel. Erd. 2226. Retail dealers.

BISHOP'S STORTFORD.—Franklin's Garage, Ltd., Stanstead Rd. Bishop's Stortford 363 & 1592. Area dealers.

BOURNEMOUTH (Hants).—Lee Motor Works (Bournemouth), Ltd., 674-680, Wimborne Rd., Winton. 3. Vauxhall distributors.

BRIDGWATER.—Real Medland & Wills, Ltd., Bridgwater. Tel. 2639.

BRIGHTON (Sussex).—Scotts Garage, Ltd., 1a, Lewes Rd. Tel. 2564. Vauxhall dealers.

BROMLEY (Kent).—K.J. Motors, Ltd., 137-149, Widmore Rd. Ravensbourne 3456 (5 lines). Main dealers.

BROMLEY (Kent).—Davis & Hill, Ltd., 101, Bromley Common. Ravensbourne 2634. Retail dealers.

CHELMSFORD.—County Motor Works (Chelmsford), Ltd., Duke St., Chelmsford 3674 (3 lines). Main dealers.

COBHAM (Surrey).—Rowland Weller (Garages), Ltd., The Tilt. Cobham 16 & 131. Area dealers.

COLCHESTER.—Spurling Motors, Ltd., North Hill. Tel. 4261, and North Station Rd. Tel. 3924. Main dealers.

DORCHESTER (Dorset).—Lee Motor Works (Bournemouth), Ltd., Trinity St. Tel. 1194. Vauxhall distributors.

DORKING.—E. J. Baker & Co. (Dorking), Ltd., High St. Dorking 3822 (5 lines). Main dealers.

EDMONTON, N.9.—Grove Garages & Motors, 293-7, Fore St., Edmonton 4162 & 6050. Retail dealers.

EPSOM.—Page Motors, Ltd., 70, High St., Epsom 9891/2/3. Vauxhall new cars.

GOSPORT (Hants).—Erskine Motors, 78-82, Stoke Rd. Tel. Gosport 89141. Vauxhall retail dealers.

GRIMSBY (Lincs).—Ford & Slater (Lincs), Ltd., Macaulay St. Tel. 57181/2. Retail dealers.

GUILDFORD (Surrey).—E. J. Baker & Co. (Dorking), Ltd., 180, High St. Guildford 3341/2/3. Dealers.

HARLOW (Essex).—Parsons & Parsons (Garages), Ltd. Tel. Potter Street 121/2/3. Main distributors.

HAYWARDS HEATH (Sussex).—E. R. Morris, Franklynn Garage, Lewes Rd. Tel. 200. Retail dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Hoddesdon 4021/2. Area dealers.

HORSHAM.—Jackson Bros. (Horsham), Ltd., London Rd Tel. 4311. Vauxhall area dealers.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6 & 3366. Vauxhall retail dealers.

KETTERING.—Grose (Kettering), Ltd., 1, Station Rd. Tel. Kettering 2861/2. Vauxhall dealers.

LEATHERHEAD.—Sandfords (Leatherhead), Ltd., Woodbridge Corner. Tel. 3033. Vauxhall area dealers.

LONDON, W.2.—Hamilton Motors (London), Ltd., 466-490, Edgware Rd. Paddington 0023 (12 lines). Main dealers.

VAUXHALL—*Continued*

LONDON, W.4.—Spurling Motors, Ltd., Bedford House, Chiswick High Rd. Chiswick 6741. Area dealers.

LONDON, W.6.—Lawson Pigott Motors, Ltd., 320-2, King St. Riverside 4111. Area dealers.

LONDON, N.W.8.—Carmo (1929), Ltd., St. John's Wood Roundabout. Primrose 7788. Main dealers.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edgware Rd., The Hyde. Colindale 7171 (15 lines). Distributors.

LONDON, N.1.—Spurling Motor Bodies, Ltd., 2-18, Rushton St. Shoreditch 5907. Main dealers.

LONDON, N.3.—H. Page & Sons, Ltd., 39-45, Ballards Lane, Finchley. 0113/6. Main dealers.

LONDON, N.8.—Capital Motor Co., Ltd., Tottenham Lane. Tel. Mountview 3451. Vauxhall main agents.

LONDON, S.E.6.—A. J. Allen & Sons Ltd., Bromley Rd. Hither Green 1144. Agents.

LONDON, S.W.7.—G.N., Ltd., 278-300, Balham High Rd. Tel. 1033. Vauxhall distributors.

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211. Main dealers.

LUTON.—Plowmans, Ltd., 15, Hitchin Rd. Tel. Luton 2226. Vauxhall retail dealers.

NEW BARNET (Herts).—Lawson Pigott Motors, Ltd., 184-6, East Barnet Rd. Barnet 1061. Main dealers.

NEWBURY.—Wheelers (Newbury), Ltd., The Broadway. Tel. 1020. Vauxhall area dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7861/5. Retail dealers.

SUDBURY (Suffolk).—Arlington Motor Co., Ltd., Cornard Rd. Tel. Sudbury 2301. Main dealers.

SURBITON (Surrey).—Guy Salmon (Automobiles), Langley Rd. Tel. Elmbridge 3881 Vauxhall retail dealers.

TUNBRIDGE WELLS.—E. J. Baker & Co. (Dorking), Ltd., 28-30, St. John's Rd. Tunbridge Wells 20212. Dealers.

UXBRIDGE (Middx).—Gregory's of Uxbridge, Ltd., 53, High St. Tel. 6432/5. Vauxhall dealers.

WALTHAM ABBEY.—Hazlemere Motor Co., Ltd., Highbridge St. Waltham Cross 2275/6/7. Retail dealers.

WALTHAM CROSS (Herts).—Arlington Motor Co., Ltd., High Rd. Waltham Cross 4201. Main dealers.

WEMBLEY.—James Green Motors, 28-30, Watford Rd. Tel. Arnold 4567. Retail dealers.

WEYBRIDGE.—Wood's Garages, Ltd., High St. Tel. 2268/9. Vauxhall area dealers.

WINCHESTER.—Winchester Motor Co., Ltd., St. Cross Rd. Tel. 3231/2. Vauxhall area dealers.

WOKING.—L. F. Dove, Ltd., Guildford Rd. Woking 1682 (3 lines). Area dealers.

YORK.—Micklegate Motor Co., Ltd., Micklegate Bar (Within). York 25388/9. Retail dealers.

VOLKSWAGEN

AYLESBURY (Bucks).—Keith Garages, Ltd., Bicester Rd. Tel. Aylesbury 259. Volkswagen distributors.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4570 & 5477/8/9. Volkswagen distributors.

BISHOP'S STORTFORD (Herts).—Frank Bull's Garage, Ltd., Bulls Corner. Tel. 1616. Volkswagen distributors.

BOURNEMOUTH.—Modern Light Cars (Bournemouth), Ltd., 318-320, Holdenhurst Rd. Tel. Boscombe 33304.

BRIGHTON.—Prestwich (Hove), Ltd., 26-28, St. John's Rd., Hove, 3. Hove 54037/8. Distributors.

BROMLEY.—Johnson & Brown, 268-270, High St. Tel. Ravensbourne 8841/2. Volkswagen stockists.

CAMBRIDGE.—Birch's Garage, Ltd., 49-51, Victoria Rd. Cambridge 4589. Main dealers.

CARDIFF.—J. B. (Treharris), Ltd., 119, City Rd. Tel. Cardiff 20311/2. Distributors.

COLCHESTER.—Service Garage (South Eastern), Ltd., 85, East Hill. Tel. Colchester 2772. Distri-

CROYDON.—H. Harmer Car Sales, Ltd., 444-8, Brighton Rd Uplands 8629. Volkswagen distributors.

CROYDON.—Donald Vince & Co., Ltd., Kidderminster Rd. Cro. 5775 & 9546. Volkswagen retail dealers.

EPSOM (Surrey).—Bradstock Motors, Ltd., Chase Rd. Tel. Epsom 5696/7. Official dealers.

HEMEL HEMPSTEAD.—Lindleys Service Station, Piccotts End. Tel. Boxmoor 299. Volkswagen area agents.

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6 & 3366. Volkswagen distributors.

LEICESTER.—Bridge Motor Works, Ltd., Abbey Lane, Tel. 61978. East Midlands distributors.

LONDON, W.11.—Benmotors, 1, Clarendon Rd., Holland Park. Park 5068/7. Volkswagen main dealers.

LONDON, N.W.1.—Nash Concessionaires, Ltd., Albany St. Tel. Euston 5558/9. Retail dealers.

LONDON, N.W.3.—Walter Scott Motor Co., Ltd., 39, College Crescent, Hampstead. Primrose 5914. Area dealers.

LONDON, S.W.1.—V. W. Motors, Ltd., Byron House, 7-9, St. James's St. Whitehall 9501. Distributors.

LONDON, S.W.7.—V. & F. Monaco Motors (Sales), Ltd., 6-10, Astwood Mews, Courtfield Rd. Fre. 4414. Retail dealers.

LONDON, S.W.9.—Pride & Clarke, Ltd., 158, Stockwell Rd. Tel. Brixton 6251. Volkswagen distributors.

MAIDSTONE (Kent).—Maidstone Car Sales, 66, Ashford Rd. Tel. 2744. Volkswagen dealers.

MALVERN LINK.—Richmond Garages (Malvern), Ltd., Worcester Rd. Tel. Malvern 147. Volkswagen dealers.

VOLKSWAGEN—*Continued*

NEWTON ABBOT.—Seymour Horwell Garages, Courtenay St. Tel. 545. Volkswagen agents.

NORTH CHEAM (Surrey).—Langley Garage (Cheam), Ltd., 681, London Rd. Derwent 1544, 0124/5. Distributors.

NORTHAMPTON.—Kingsthorpe Garage, Ltd., Harborough Rd., Kingsthorpe. Tel. 4297/8. Volkswagen county agents.

OXFORD.—Humphris (Oxford), Ltd., 59, St. Clements. Tel. Oxford 2719. Volkswagen agents.

PEMBURY (Kent).—Woodsgate Motors, Ltd., Hastings Rd. Tel. Pembury 130. Volkswagen dealers.

READING.—Royal Berks Motor Co., 35-43, Thorn Street. Tel. Reading 54639. Volkswagen distributors.

RIPLEY (Surrey).—Colborne Garage, Ltd., The Volkswagen Centre. Ripley 2361. Distributors.

SIDCUP (Kent).—G. Sheppard & Son, Ltd., 15, Rectory Lane. Footscray 2132 & 2589. Distributors.

SLOUGH (Bucks).—Broughton Motors, Colnbrook By-Pass, Brands Hill. Colnbrook 208. Main agents.

SOUTHAMPTON.—Modern Light Cars, Ltd., 110-112, Lodge Rd. Tel. 22828.

SOUTH KENSINGTON, S.W.7.—European Cars, Ltd., 129, Old Brompton Rd. Fremantle 7722. Agents

SOUTHSEA (Hants).—Erskine Motors, 18, Grove Road South. Tel. Portsmouth 4045. Retail dealers.

ST. LEONARDS-ON-SEA.—W. J. Hart Motors, Ltd., 4-61, Western Rd. Hastings 4146 & 5539 & 2933. Main area dealers.

STAINES (Middx).—Davies Motors, Ltd., 273, London Rd. Staines 4212 (5 lines). Volkswagen distributors.

WORTHING (Sussex).—West Sussex Motors, Portland Rd. Tel. Wor. 272. Volkswagen main agents.

WOLSELEY

AYLESBURY (Bucks).—The Bucks Motor Co., Ltd., 24-26, Great Western St. Tel. 164/5. Dealers.

BATLEY.—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Rd. Batley 1273 (3 lines). Retail dealers.

BATTERSEA, S.W.11.—Red Ric's Automobiles, 58, Battersea Bridge Rd. Battersea 6171. Stocking dealers.

BAYSWATER, W.2.—R. S. Currie & Co., Ltd., 105, Westbourne Grove. Bayswater 0085/6. Retail dealers.

BLACKWOOD (Mon).—Alfred Chaston, Ltd. Tel. Blackwood 3165/6. Wolseley main dealers.

BRADFORD.—Eric S. Myers, Ltd., "No Worry Depots," Manningham Lane. Tel. 25591 (3 lines). Area dealers.

CHRISTCHURCH (Hants).—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd. Highcliffe 2275/6. New cars.

COLNE (Lancs).—D. Kitchen, Ltd., Alias Garage. Colne 404/5. Retail dealers

CRAWLEY (Sussex).—Boxall & Collins, Ltd., Victoria Garage, High St. Tel. 1818. Area dealers.

CROYDON, South.—C. W. J. Coles (Croydon), Ltd., 18, Blunt Rd. Croydon 0074/5. Retail dealers.

CROYDON (Surrey).—Moore's Presto Motor Works, Ltd., Tanworth Rd. Croydon 6004 (4 lines). Retail dealers.

CROYDON (Surrey).—Eustace Watkins, Ltd., 399, London Rd. Thornton Heath 4283. The London distributors.

DAGENHAM (Essex).—Crown Garage (Dagenham), Ltd., Rainham Road South. Tel. Rainham 4841. Wolseley agents.

DARTFORD.—John C. Beadle, Ltd., Spital St. Tel. Dartford 3060. Wolseley dealers.

DENHAM (Bucks).—Denham Service Station, Ltd., Oxford Rd. Tel. 2266. Wolseley retail dealers.

DORKING.—Dorking Motor Co., Ltd., Reigate Rd. Dorking 2256 (3 lines). Main dealers.

DOVER (Kent).—Lewis Bros. (Dover), Ltd., 5-19, Cherry Tree Avenue. Dover 129. Main agents.

DUMFRIES.—A. C. Penman, Ltd., Irish St. Tel. 1957/8. Wolseley distributors.

DUNTON GREEN (Kent).—Jessup's Garage, Ltd. Tel. Dunton Green 239. Wolseley retail dealers.

ENFIELD.—D. J. Shepherd & Co. (Enfield), Ltd., 434-436, Hertford Rd. Howard 1631 & 2923. Retail dealers.

GRANTHAM.—North Road Garages (Gt. Ponton), Ltd., Great Ponton Gt. Ponton 251/2. Distributors.

GUILDFORD.—Coombs & Sons (Guildford), Ltd., St. Catherines, Portsmouth Rd. Guildford 62907/8/9. Main agents.

HARROW WEALD (Middx).—Lex, 74, Uxbridge Rd. Tel. Grimsdyke 3212. Wolseley retail dealers.

HUCKNALL (Notts).—Breedon & Wightman, Portland Rd. Tel. Hucknall 123. Wolseley dealers.

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Main agents.

KINGSBURY, N.W.9.—Blackbird Hill Garage, Ltd., Blackbird Hill. Colindale 6134/5/6. Retail dealers.

LISS (Hants).—The White Rose Engineering Co., Ltd., Hill Brow. Liss 2121. Retail dealers.

LONDON, W.1.—R. Hardy & Son, 52-55, Marylebone High St. Welbeck 1101/3. Retail dealers.

LONDON, W.1.—K.D.M. & Cherrington, Ltd., 9, Albemarle St. Grosvenor 5551. Retail dealers.

LONDON, W.1.—Lex, 2, Lexington St. Tel. Gerrard 8600. Wolseley retail dealers.

LONDON, W.1.—Philip Rickards, Ltd., 4, Brick St., Park Lane. Grosvenor 4776 & 4357. Dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

WOLSELEY—*Continued*

LONDON, W.1.—Eustace Watkins, Ltd., 12, Berkeley St. Mayfair 5951. Sole London distributors.

LONDON, W.3.—Davies Car Centre, Ltd., 22-34, Horn Lane, Acton. Acorn 6731/2/3/4. Agents

LONDON, N.8.—Lyne Frank & Wagstaff, Ltd., 163, Tottenham Lane Crouch End. Mountview 4401. Retail dealers.

LONDON, E.6.—Traynor Motors, Ltd., 133-135, High St. South, East Ham. Grangewood 2530 & 5834. Retail dealers.

LONDON, S.E.6.—A. J. Allen & Son, Ltd., Bromley Rd. Hither Green 1144. Agents.

LONDON, S.E.10.—East Greenwich Garage, Ltd., Trafalgar Rd., Greenwich. Gre. 4776/7. Retail dealers.

LONDON, S.E.26 & S.E.23.—Hillier Motors, Ltd., 144-6, Dartmouth Rd., S.E.26. Forest Hill 9351. Retail dealers.

LONDON, S.W.1.—Clarke & Simpson, Ltd., 49, Sloane Sq. Tel. Sloane 4727. Stocking dealers.

LONDON, S.W.3.—J. Coryton, Ltd., 139-149, Fulham Rd. Tel. Kensington 1410. Wolseley retail dealers.

LONDON, S.W.5.—R. C. Wimbush, Ltd., 312, Earls Court Rd. Fremantle 8401. Retail dealers.

WOLSELEY—*Continued*

LONDON, S.W.7.—Le Grice Elers, Ltd., 107-109, Old Brompton Rd. Ken. 2477/8. Retail dealers.

LOUGHTON (Essex).—Brown's Garage (Loughton), Ltd., 199, High Rd. Loughton 6262. Stocking dealers.

LOWESTOFT.—P. W. Watson & Sons, Ltd., 128, St. Peters St. Lowestoft 683/4. Retail dealers.

NEWCASTLE-UNDER-LYME (Staffs).—Henry Parr & Son, Ltd., Brunswick St. Tel. 67321/2. Retail dealers.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Road Garages. Norwich 24184 (3 lines). Retail dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96-98, Upper Richmond Rd. Putney 7881/5. Retail dealers.

READING.—Cyril Sheppard, Sheppards Hill. Tel. Sonning 2345. Wolseley Retail agents.

SHEFFIELD, 8.—Heeley Bridge Garage, Ltd., Broadfield Rd. Tel. 52404/5. Retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., Empire Garage, St. Paul's Rd. Smethwick 1138/9. Retail dealers.

WOLSELEY—*Continued*

SOUTH WOODFORD E.18.—W. Jacobs & Son, Ltd., Mill Garage, Chigwell Rd. Wanstead 7783/4/5. Retail dealers.

ST. NEOTS (Hunts).—Ireland Bros. (St. Neots), Ltd., New St. St. Neots 37. Retail dealers.

STRETFORD.—Frank Lewis Ltd., Market Street Garage. Tel. Lon 2090. Wolseley retail dealers.

TUNBRIDGE WELLS.—G. Stevenson (Kent & Sussex Garage), Ltd., 12, London Rd. Tel. 3440. Distributors.

UXBRIDGE (Middx).—Locomotors, Ltd., 122-123, High St. Tel. Uxbridge 6371/3. Retail dealers.

VIRGINIA WATER (Surrey).—Gavin Fairfax, Ltd., Wentworth Service Garage. Wandsworth 3154. Retail dealers.

WINDLESHAM (Surrey).—Matthew's, Corner Garage. Tel. Bagshot 2158. Wolseley retail dealers.

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Wolseley dealers.

WORTHING (Sussex).—Ferring Motors, Ltd., Ferring. Tel. Goring-by-Sea 43291/2. Wolseley retail stockists.

CARAVAN SECTION

ALPERSON

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095. Alperson distributors for Cambridgeshire.

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich. Sandiway 2107. Distributors.

FALMOUTH (Cornwall).—Pennance Trailer Park, Ltd., Swanpool Rd. Tel. 1727.

HEREFORD.—King's Acre Caravans, King's Acre Halt. Tel. Hereford 2887 and 4161. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

LONDON.—Londoh Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165/1364. Distributors.

LONDON, W.1.—Caravan Service, Ltd., Caravan Centre, 7-8, Thayer St. Welbeck 3487/4508. Agents.

NORWICH.—Boshier of Norwich, Ltd., Chapelfield Road Garage. Norwich 24184 (3 lines). Distributors.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Distributors.

ST. ALBANS.—St. Albans Caravan Centre, Props. Mount Caravans, Ltd., Park St. Tel. Park St. 2291/2.

WEMBLEY (Middx).—Venture Caravans, 27-31, Court Parade, East Lane. Arnold 5564 & 7737.

ARGOSY

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165/1364. Distributors.

WEMBLEY (Middx).—Venture Caravans, 27-31, Court Parade, East Lane. Arnold 5564 & 7737.

BAILEY

IPSWICH.—V. A. Marriot, Ltd., Burlington Caravan Centre, Hanford Rd. Tel. 55043.

LEICESTER.—The County Garage (Leicester), Ltd., Aylestone Rd. Tel. 20247/8. Bailey distributors.

BERKELEY

BIRCHINGTON-ON-SEA.—London Caravan Co., Ltd., "Court Mount," Canterbury Rd. Thanet 41657. Distributors.

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3374. Distributors.

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095. Berkeley distributors for Cambridgeshire.

COULSDON (Surrey).—Francis Huntingdon Caravans, Ltd., Main Brighton Road. Tel. Uplands 5901. Berkeley.

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259. Agents.

HEREFORD.—King's Acre Caravans, King's Acre Halt. Tel. Hereford 2887 & 4161. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Berkeley main dealers.

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Berkeley distributors.

IPSWICH.—V. A. Marriot, Ltd., Burlington Caravan Centre, Handford Rd. Tel. 55043.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165/1364. Distributors.

LONDON, W.1.—Caravan Service, Ltd., Caravan Centre, 7-8, Thayer St. Welbeck 3487/4508. Agents.

LONDON, W.6.—A. B. Jenkinson, Ltd. (Dept. A), 37-39, Hammersmith Bridge Rd. Riverside 3141. Distributors.

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Rd., Taplow, Maidenhead 3680. Berkeley distributors.

OXFORDSHIRE.—Crappers Oxonian Caravans, 379, Cowley Rd., Oxford. Tel. Oxford 77442. Area dealers.

REDHILL (Surrey).—Rural Caravans, Ltd. Tel. Redhill 4468. Berkeley agents.

BERKELEY—*Continued*

ST. ALBANS.—St. Albans Caravan Centre, Props. Mount Caravans, Ltd., Park St. Tel. Park Street 2291/2.

TEDDINGTON.—The Surrey Caravan Co., Waldegrave Rd. Tel. Popesgrove 7643. Open every day.

WEMBLEY (Middx).—Venture Caravans, 27-31, Court Parade, East Lane. Arnold 5564 & 7737. Berkeley.

BESSACAR

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Rd., Taplow. Maidenhead 3680. Bessacar distributors.

BEVERLEY

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342, 32556. Beverley distributors.

NOTTINGHAM.—Nottingham Caravan Centre, Crampton House, 628, Mansfield Rd. Tel. 64300. Beverley distributors.

BLUEBIRD

BASINGSTOKE (Hants).—Dixon Caravan Co., The Bridge Garage, Winchester Rd. Basingstoke 162. Main agents.

BIRCHINGTON-ON-SEA.—London Caravan Co., Ltd., "Court Mount," Canterbury Rd. Thanet 41657. Distributors.

BOGNOR REGIS.—Copthorne Caravans, Copthorne Site, Rose Green Rd. Pagham 408. Bluebird distributors.

COULSDON (Surrey).—Francis Huntingdon Caravans, Ltd., Main Brighton Road. Tel. Uplands 5901.

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

HINDHEAD (Surrey).—Hindhead Caravan Co. Tel. Hindhead 645.

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Bluebird distributors.

LEICESTER.—The County Garage (Leicester), Ltd., Aylestone Rd. Tel. 20247/8. Bluebird distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165/1364. Distributors.

LONDON, W.1.—Caravan Service, Ltd., Caravan Centre, 7-8, Thayer St. Welbeck 3487/4508. Agents.

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Rd., Taplow. Maidenhead 3680. Bluebird distributors.

NEW MALDEN (Surrey).—Trailer Homes Co. (Noel Monks Distributors, Ltd.), Shannon Corner, Kingston By-Pass. Malden 2231/2.

NORWICH.—Norwich Caravan Distributors & Agents (Rentals), Thorne Lane, Ber St. Tel. 26641.

OXFORDSHIRE.—Crappers Oxonian Caravans, 379, Cowley Rd., Oxford. Tel. Oxford 77442. Area dealers.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Distributors.

ST. ALBANS.—St. Albans Caravan Centre, Props. Mount Caravans, Ltd., Park St. Tel. Park Street 2291/2.

ST. IVES (Cornwall).—T. U. Trevorrow, Seaview Caravan Park, Carbis Bay. St. Ives 215.

TEDDINGTON.—The Surrey Caravan Co., Waldegrave Rd. Tel. Popesgrove 7643. Open every day.

WAREHAM (Dorset).—Betta Caravan Estates, Ltd., Purbeck View Caravan Park. Wareham 378. Distributors.

CAMPMASTER

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Rd., Taplow. Maidenhead 3680. Campmaster distributors.

CARABODE

WALTON-ON-THAMES.—Carahomes, 43-45, Church St. Tel. Walton-on-Thames 5903. Sole distributors.

DOVEDALE

PAIGNTON (Devon).—Woodliffe Caravans, Three Beaches. Tel. Paignton 58484. Dovedale distributors.

ECCLES

ABERSOCH (Caerns).—Haulfryn Estate Co., Ltd., The Warren Caravan Site. Tel. Abersoch 154. Distributors.

AYR.—Open Road Caravans, Belmont. Tel. Ayr 6322.

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3374. Distributors

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (Off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Eccles main dealers.

ILFRACOMBE (Devon).—Mullacott Engineering Co., Ltd., Mullacott Cross Caravan Site. Tel. 212. Stocking agents.

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342, 32556. Eccles distributors.

NOTTINGHAM.—Nottingham Caravan Centre, Crampton House, 628, Mansfield Rd. Tel. 64300. Eccles distributors.

READING.—Colin's Caravans, Bath Rd., Aldermaston. Tel. Woolhampton 320. Eccles distributors.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Distributors.

ECLIPSE

WYMONDHAM (Norfolk).—Smith & Moor, Ltd., London Rd. Wymondham 3128. Eclipse main dealers.

ENSOR

WEMBLEY (Middx).—Venture Caravans, 27-31, Court Parade, East Lane. Arnold 5564 & 7737.

FAIRHOLME

ABERSOCH (Caerns).—Haulfryn Estate Co., Ltd., The Warren Caravan Site. Tel. Abersoch 154. Main agents.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Distributors.

FAIRVIEW

BIRCHINGTON-ON-SEA.—London Caravan Co., Ltd., "Court Mount," Canterbury Rd. Thanet 41657. Distributors.

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259. Agents.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Distributors.

ROMFORD (Essex).—Gallows Corner Caravans, Gallows Corner. Tel. Ingrebourne 3600.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Distributors.

WEMBLEY (Middx).—Venture Caravans, 27-31, Court Parade, East Lane. Arnold 5564 & 7737.

GLIDER

HILLBOROUGH, Nr. Herne Bay.—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

NORTHAMPTON.—Northampton Caravans, Ltd., Kettering Rd. North. Tel. Moulton 2323. Glider manufacturers.

GROSVENOR

LONDON, S.W.3.—Westminster Carriage Co., Ltd., 48, Old Church St., Chelsea. Fla. 6782. Manufacturers.

JUBILEE

HILLBOROUGH, Nr. Herne Bay.—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

KELSTON

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Kelston distributors.

LYNDHURST

ABERSOCH (Caerns).—Haulfryn Estate Co., Ltd., The Warren Caravan Site. Tel. Abersoch 154. Distributors.

IPSWICH.—V. A. Marriot, Ltd., Burlington Caravan Centre, Handford Rd. Tel. 55043.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

LYNTON

ABERSOCH (Caerns).—Haulfryn Estate Co., Ltd., The Warren Caravan Site. Tel. Abersoch 154. Main agents.

MARSTON

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3374. Distributors.

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095. Marston distributors for Cambridgeshire.

HEREFORD.—King's Acre Caravans, King's Acre Halt. Tel. Hereford 2887 and 4161. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

HINDHEAD (Surrey).—Hindhead Caravan Co. Tel. Hindhead 645.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Marston main dealers.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165, 1364. Distributors.

ROMFORD (Essex).—Gallows Corner Caravans, Gallows Corner. Tel. Ingrebourne 3600.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Distributors.

ST. ALBANS.—St. Albans Caravan Centre, Props. Mount Caravans, Ltd., Park St. Tel. Park Street 2291/2.

MAYFLOWER

HINDHEAD (Surrey).—Hindhead Caravan Co. Tel. Hindhead 645.

NORMANDIE

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095. Normandie distributors for Cambridgeshire.

FALMOUTH (Cornwall).—Pennance Trailer Park, Ltd., Swanpool Rd. Tel. 1727.

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259. Distributors.

IPSWICH.—V. A. Marriot, Ltd., Burlington Caravan Centre, Handford Rd. Tel. 55043.

LONDON, W.1.—Caravan Service, Ltd., Caravan Centre, 7-8, Thayer St. Welbeck 3487 & 4508. Agents.

SKEGNESS.—Lincolnshire (Skegness) Caravans, Village Centre, Ingoldmells. Tel. Chapel St. Leonards 277. Distributors.

ST. ALBANS.—St. Albans Caravan Centre. Props., Mount Caravans, Ltd., Park St. Tel. Park Street 2291/2.

PALADIN

ABERSOCH (Caerns).—Haulfryn Estate Co., Ltd., The Warren Caravan Site. Tel. Abersoch 154. Paladin distributors.

AYR.—Open Road Caravans, Belmont. Tel. Ayr 6322.

BIRCHINGTON-ON-SEA.—London Caravan Co., Ltd., "Court Mount," Canterbury Rd. Thanet 41657. Distributors.

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3374. Distributors.

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, Nr. Northwich. Sandiway 2107. Distributors.

COULSDON (Surrey).—Francis Huntingdon Caravans, Ltd., Main Brighton Rd. Tel. Uplands 5901.

HEREFORD.—King's Acre Caravans, King's Acre Halt. Tel. Hereford 2887 & 4161. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900/1284.

HINDHEAD (Surrey).—Hindhead Caravan Co. Tel. Hindhead 645.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Paladin main dealers.

ILFORD.—Connought Cruiser Caravans, Ltd., 325-331, High Rd. Tel. Ilford 2701. Paladin distributors.

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342 & 32556. Paladin distributors.

PALADIN—*Continued*

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Distributors.

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Rd., Taplow. Maidenhead 3680. Paladin distributors.

NOTTINGHAM.—Nottingham Caravan Centre, Crampton House, 628, Mansfield Rd. Tel. 64300. Paladin distributors.

OXFORDSHIRE.—Crappers Oxonian Caravans, 379, Cowley Rd., Oxford. Tel. Oxford 77442. Area dealers.

ST. ALBANS.—St. Albans Caravan Centre, Props. Mount Caravans, Ltd., Park St. Tel. Park Street 2291/2.

TEDDINGTON.—The Surrey Caravan Co., Waldegrave Rd. Tel. Popesgrove 7643. Open every day.

WEMBLEY (Middx).—Venture Caravans, 27-31, Court Parade, East Lane. Arnold 5564 & 7757.

PEMBERTON

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3347. Distributors.

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, (Nr.) Northwich. Sandiway 2107. Distributors.

FALMOUTH (Cornwall).—Pennance Trailer Park, Ltd., Swanpool Rd. Tel. 1727.

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259. Distributors.

HEREFORD.—King's Acre Caravans, King's Acre Halt. Tel. Hereford 2887 & 4161. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900 & 1284.

HINDHEAD (Surrey).—Hindhead Caravan Co. Tel. Hindhead 645.

LONDON, W.6.—A. S. Jenkinson, Ltd. (Dept. A), 37-39, Hammersmith Bridge Rd. Riverside 3141. Distributors.

PAGHAM, Nr. Bognor Regis.—South Down Caravan Co., Ltd., Hook Lane. Pagham 298. Distributors Sussex.

PENARTH

AYR.—Open Road Caravans, Belmont. Tel. Ayr 6322.

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3347. Distributors.

HURST GREEN (Sussex).—Covell's Caravans. Tel. Hurst Green 260. Penarth main dealers.

PENGUIN

NEW MALDEN (Surrey).—Trailer Homes Co. (Noel Monks Distributors, Ltd.), Shannon Corner, Kingston By-Pass. Malden 2231/2.

PICADOR

COULSDON (Surrey).—Francis Huntingdon Caravans, Ltd., Main Brighton Rd. Tel. Uplands 5901.

HEREFORD.—King's Acre Caravans, King's Acre Halt. Tel. Hereford 2887 & 4161. Distributors.

LONDON, W.1.—Caravan Service, Ltd., Caravan Centre, 7-8, Thayer St. Welbeck 3487 & 4508. Agents.

SAFARI

BIRCHINGTON-ON-SEA.—London Caravan Co., Ltd., "Court Mount," Canterbury Rd. Thanet 41657. Distributors.

HINDHEAD (Surrey).—Hindhead Caravan Co. Tel. Hindhead 645.

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd. Tel. 32342 & 32556. Safari distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Distributors.

MAIDENHEAD.—Dumb Bell Caravans, Ltd., Bath Road, Taplow Maidenhead 3680. Safari distributors.

SHANNON

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259. Distributors.

SHANNON—*Continued*

NEW MALDEN (Surrey).—Trailer Homes Co. (Noel Monks Distributors, Ltd.), Shannon Corner, Kingston By-Pass. Malden 2231/2.

SIDDALL

WEMBLEY (Middx).—Venture Caravans, 27-31, Court Parade, East Lane. Arnold 5564 & 7757.

SIPSON

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259.

THOMSON

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3347. Distributors.

CHESTER.—Crabtree Caravans, Ltd., Chester Rd., Oakmere, (Nr.) Northwich. Sandiway 2107. Distributors.

TRAVELMASTER

CAMBRIDGE.—Cambridge Caravans, 264, Newmarket Rd. Tel. Cambridge 3095. Travelmaster distributors for Cambridgeshire.

ST. ALBANS.—St. Albans Caravan Centre, Props. Mount Caravans, Ltd., Park St. Tel. Park Street 2291/2.

VALLEY

NEW MALDEN (Surrey).—Trailer Homes Co. (Noel Monks Distributors, Ltd.), Shannon Corner, Kingston By-Pass. Malden 2231/2.

WILLERBY

ABERSOCH (Caerns).—Haulfryn Estate Co., Ltd., The Warren Caravan Site. Tel. Abersoch 154. Main agents.

AYR.—Open Road Caravans, Belmont. Tel. Ayr 6322.

BIRCHINGTON-ON-SEA.—London Caravan Co., Ltd., "Court Mount," Canterbury Rd. Thanet 41657. Distributors.

BROMSGROVE (Worcs).—Becketts of Bromsgrove, Ltd., Worcester Rd., Upton Warren. Bromsgrove 3347. Distributors.

FARNBOROUGH (Kent).—David Kenny Caravans, Ltd., Green Street Green. Farnborough 5259. Agents.

HEREFORD.—King's Acre Caravans, King's Acre Halt. Tel. Hereford 2887 & 4161. Distributors.

HILLBOROUGH (Nr. Herne Bay).—Kent Caravan Distributors, Sweechbridge Rd. (off Thanet Way A229 at Chez Laurie Restaurant). Herne Bay 1900 & 1284.

ILFRACOMBE (Devon).—Mullacott Engineering Co., Ltd., Mullacott Cross Caravan Site. Tel. 212 Stocking agents.

IPSWICH.—V. A. Marriot, Ltd., Burlington Caravan Centre, Handford Rd. Tel. 55043.

LEICESTER.—Leicester Caravan Centre, 489, Aylestone Rd Tel. 32342 & 32556. Willerby distributors.

LONDON.—London Caravan Co., Ltd., Barnet By-Pass, Elstree, Herts. Elstree 1165 & 1364. Distributors.

LONDON, W.6.—A. S Jenkinson, Ltd. (Dept. A) 37-39, Hammersmith Bridge Road. Riverside 3141 Distributors.

NOTTINGHAM.—Nottingham Caravan Centre Crampton House, 628, Mansfield Rd. Tel. 64500. Willerby distributors.

WINCHESTER

WINCHESTER.—Bertram Hutchings Caravans, Ltd., 124, Stockbridge Rd. Tel. 2593. Winchester manufacturers.

COMMERCIAL

WITHAM (Essex).—Parion Products, Ltd., Parion House, Witham 3328. Commercial caravan distributors.

CARAVAN ACCESSORIES

CALOR GAS

LONDON, N.W.10.—Joy & King, 37, Chamberlayne Rd., Kensal Rise. Ladbroke 4661/2. Calor gas.

CARAVAN ACCESSORIES

LONDON, W.1.—Calor Gas (Distributors) Co., Ltd., Poland House, 167, Oxford St. Gerrard 7451. Caravan accessories.

LONDON, N.W.10.—Joy & King, 37, Chamberlayne Rd., Kensal Rise. Ladbroke 4661/2. General accessories.

COMMERCIAL VEHICLE SECTION

AUSTIN

ABERDEEN.—Aberdeen Motors, Ltd., Union Row. Tel. Aberdeen 29155 (4 lines). Austin Distributors.

BIRMINGHAM, 5.—Smithfield Garage, Ltd., Digbeth. Tel. Midland 4570 & 5477/8/9. Austin retail dealers.

BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-365, Moseley Rd. Tel. Calthorpe 1131/2. Retail dealers.

BOURNEMOUTH.—Locomotors, Ltd., 704-706, Wimborne Road, Winton. Tel. Winton 2704/5. Retail dealers.

BURNHAM (Bucks).—W. J. Sands & Sons, Ltd., High St. Tel. 1084. Area dealers.

CAMBRIDGE.—Marshalls (Cambridge), Ltd., Austin House, Jesus Lane. Tel. 4215. Austin distributors.

COVENTRY.—Sam Robbins, Ltd., 30, Cox Street. Tel. Coventry 63242/3. Austin retail dealers.

CROYDON.—L. F. Dove (C.V.), Ltd., 96-98, Lower Addiscombe Rd. Addiscombe 3131 (4 lines). Distributors.

CROYDON.—Milne & Russell, Ltd., 1, Brighton Rd. Croydon 3656/7/8. Distributors.

EPSOM.—H. P. Edwards & Co., Ltd., 23-34, Upper High St. Epsom 5611. Area dealers.

EXETER.—Locomotors, Ltd., 85-88, Sidwell Street. Tel Exeter 54923/4. Austin retail dealers.

FOLKESTONE.—County Motors (Kent), Ltd., 137, Sandgate Rd. Tel. 51751. Austin distributors.

AUSTIN—*Continued*

GRANTHAM.—North Road Garages (Gt. Ponton), Ltd., Great Ponton. Gt. Ponton 251/2. Retail dealers.

HEMEL HEMPSTEAD (Herts).—Snoxalls Garage, Ltd., London Rd. Tel. Boxmoor 153. Main Agents.

HODDESDON (Herts).—The Hoddesdon Motor Co., High Street. Hoddesdon 4021/2. Retail dealers.

HORSHAM.—Jackson Bros. (Horsham), Ltd., London Rd. Tel. 4311. Austin area dealers.

KINGSTON-ON-THAMES.—Bentalls, Ltd., Wood St. Tel. Kingston 1001. Austin retail dealers.

LEICESTER.—The County Garage (Leicester), Ltd., Aylestone Rd. Tel. 20247/8. Austin retail dealers.

LEICESTER.—Vaughan - Harbourne, Ltd., Austin House, 10-18, Wellington St. Tel. 58291. Distributors for Leicester & Rutland.

LONDON, N.W.10.—Lex Ace Corner, North Circular Road. Tel. Elgar 5585/7680. Retail dealers.

LONDON, E.8.—Lex 183, Dalton Lane. Tel. Amherst 2251. Austin retail dealers.

LONDON, S.W.1.—C. G. Norman (Commercial), Ltd., 77, Grosvenor Rd. Tel. Victoria 2211.

LONDON, S.W.2.—Prynn & Stevens, Ltd., 57, Acre Lane. Brixton 1155. Austin distributors.

LONDON, S.W.17.—Burt's Garage, 60-60a, Trinity Rd. Tel. Balham 8133/4. Austin agents.

AUSTIN—*Continued*

MALVERN LINK.—Richmond Garages (Malvern), Ltd., Worcester Rd. Tel. Malvern 147. Austin dealers.

PETERBOROUGH.—Marshalls (Cambridge), Ltd., Austin House, 63, Bridge Street. Tel. 4641/2/3. Austin main dealers.

PUTNEY, S.W.15.—Robbins of Putney, 96 & 98, Upper Richmond Rd. Putney 7881/3. Retail dealers.

SLOUGH.—W. J. Sands & Sons, Ltd., Farnham Rd. Tel. 24001. Area dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., Empire Garage, St. Paul's Rd. Smethwick 1138-9 Retail dealers.

SWINDON (Wilts).—Steels (Swindon), Ltd., Drove Road. Tel. Swindon 4035 (2 lines). Austin distributors.

TWICKENHAM.—Spikins (Twickenham), Ltd., Heath Rd. Tel. Popesgrove 1035/6/7/8. Austin retail dealers

UXBRIDGE (Middx).—Locomotors, Ltd., 122-123, High Street. Tel. Uxbridge 6371/3. Retail dealers.

WALLINGTON (Surrey).—Kirkway, Ltd., Austin House, 166, Stafford Rd. Wallington 2000/1. Distributors.

WEALDSTONE (Kent).—G. & C. Motor Garages, Ltd. Canning Road. Tel. Harrow 3432/3. Retail dealers.

SPECIALISTS FOR - NEW CARS, CARAVANS & COMMERCIAL VEHICLES

AUSTIN—*Continued*

WIGAN.—Timberlakes of Wigan, Library St. Tel. Wigan 3451. Austin main dealers.

WOKING.—Inkerman Motor Co., Hermitage Rd., St. Johns. Brookwood 2324. Austin dealers.

BEDFORD

BIGGLESWADE (Beds).—A. W. Watkin, Ltd., 116, Shortmead St. Tel. 2317. Bedford area dealers.

BISHOP'S STORTFORD.—Frankin's Garage, Ltd., Stansted Road. Bishop's Stortford 363 & 1392. Area dealers.

BRIDGWATER.—Real Medland & Wills, Ltd., Bridgwater. Tel. Bridgwater 2639. Bedford.

COLCHESTER.—Spurling Motors, Ltd., North Hill. Tel. 4261, and North Station Rd. Tel. 3924. Main dealers.

GRIMSBY (Lincs).—Ford & Slater (Lincs), Ltd., Macaulay St. Tel. 57181/2. Retail dealers.

HODDESDON (Herts) —The Hoddesdon Motor Co., High Street. Hoddesdon 4021/2. Area dealers.

HORSHAM.—Jackson Bros. (Horsham), Ltd., London Rd. Tel. 4311. Bedford area dealers.

LONDON, W.2.—Hamilton Motors (London), Ltd., 466-490, Edgware Rd. Paddington 0022 (12 lines). Main dealers.

LONDON, W.4.—Spurling Motors, Ltd., Bedford House, Chiswick High Rd. Chiswick 6741. Area dealers.

LONDON, N.W.9.—Spurling Motor Bodies, Ltd., Edgware Rd., The Hyde. Colindale 7171 (15 lines). Distributors.

LONDON, N.1.—Spurling Motor Bodies, Ltd., 2-18, Rushton St. Shoreditch 5907. Main dealers.

LONDON, N.8.—Capital Motor Co., Ltd., Tottenham Lane. Tel. Mountview 3451. Bedford main agents.

LONDON, S.W.9.—Keith & Boyle (Ldn.), Ltd., Terminal House, 80, Clapham Rd. Reliance 4211. Main dealers.

LUTON.—Plowmans, Ltd., 15, Hitchin Rd. Tel. Luton 2226. Bedford retail dealers.

UXBRIDGE (Middx).—Gregory's of Uxbridge, Ltd., 53, High St. Tel. 6432/5. Bedford commercial vehicles.

B.M.C.

BATLEY.—Stan Griffiths, Ltd., Wensleydale Garage, Bradford Rd. Batley 1275 (3 lines). Retail dealers.

LONDON, S.E.10.—East Greenwich Garage, Ltd., Trafalgar Rd., Greenwich. Gre. 4776/7. Retail dealers.

SMETHWICK.—E. E. Brown & Co. (Smethwick), Ltd., Empire Garage, St. Paul's Rd. Smethwick 1138/9. Retail dealers.

CITROEN

IPSWICH.—McNamara Motors, Ltd., St. Helens St. Tel. 3775/6 & 3366. Citroen distributors.

COMMER

BARNET (Herts).—Hadley Green Garages, Ltd., 202, High St. Barnet 03322 & 0910. Area dealers.

BARNSTAPLE.—Cox of Devon, Newport Garage. Tel. 3048 (4 lines). Commer distributors — —

BASINGSTOKE.—Wheeler & Ayland, Ltd., Reading Rd. Tel. 386. Commer main dealers.

BIRMINGHAM.—R. E. Green, Ltd., The Parade, Moseley. Tel. South 0338/9. Commer dealers.

BRISTOL, 1.—The Cathedral Garage, Ltd., College Green. Tel. 20031 (10 lines). Commer distributors.

BROMLEY COMMON (Kent).—Tudor Auto Service, Ltd., Tudor Garage, Hastings Rd. Hurstway 1262. Area dealers.

CARDIFF.—Locomotors, Ltd., 287, Cowbridge Road West, Ely. Tel. Cardiff 71341. Commer retail dealers.

CROYDON.—Smith Auto Co., Ltd., 145, London Rd. Croydon 2115/6/7. Commer retail dealers.

ERITH (Kent) —North End Motors, Ltd., North End Rd. Erith 3000 (5 lines). Area dealers.

GRIMSBY.—D. H. & A. H. Bloomer, Maude St. Tel. Grimsby 5488/9. Commer retail dealers.

HARROW (Middx).—Automobile & Aircraft, Ltd., 609, Kenton Rd., Kenton. Wordsworth 7805. 100% Rootes Group dealers.

HAVERFORDWEST (Pembs).—James Parry, County Motors. Tel. 122. Commer retail dealers.

LEICESTER.—The County Garage (Leicester), Ltd., Aylestone Rd. Tel. 20247/8. Commer retail dealers.

LONDON, N.W.6.—M.E.T. Garages, Ltd., 409, Kilburn High Rd. Maida Vale 7082 & 4801/3. Retail dealers.

LONDON, N.12.—Regent Hire & Service Garage, 291-295, Ballards Lane, North Finchley. Hillside 4405 & 4011. Agents.

LONDON, S.E.13.—Carris Motors, Ltd., Lewisham Bridge. Lee Green 8585. Commer main dealers.

LONDON, S.W.6.—Atalanta Service Station, 79-91, New Kings Rd. Tel. Renown 1183. Commercial retail dealers.

LONDON, S.W.9.—Ingerfields Garage, Ltd., 243, Brixton Road. Tel. Brixton 2975. Retail dealers.

NEWPORT (Mon).—F. N. Morgan & Co., Ltd., 57-59, Chepstow Rd. Tel. 59941/2/3. Dealers.

NEWTON MEARNS.—Andersons (Newton Mearns), Ltd., 268, Ayr Rd. Tel. Newton Mearns 2271. Distributors.

ROMFORD (Essex).—The Links Garage, Collier Row. Tel. 3882. Commer dealers.

WINDSOR.—Martins of Windsor, 103, St. Leonards Rd. Tel. Windsor 849. Main dealers.

DODGE

HUDDERSFIELD.—Newton of Huddersfield, Ltd., Viaduct St. Tel. Huddersfield 3311 (3 lines). Distributors.

LONDON, S.E.10.—East Greenwich Garage, Ltd., Trafalgar Rd., Greenwich. Gre. 4776/7. Retail dealers.

TONBRIDGE (Kent).—Arnolds (Branbridges), Ltd., Paddock Wood. East Peckham 274 (7 lines). Area dealers.

FORD (THAMES)

ABERDEEN.—Cordiners Garage, Ltd., Menzies Rd. Tel. 52206 (4 lines). Thames main dealers.

BIRMINGHAM, 5.—Bristol Street Motors, Ltd., 164-182, Bristol St. Tel. Midland 5861/5 & 3903/6. Distributors.

BIRMINGHAM, 12.—Oliver U. Tallett, Ltd., 361-365, Moseley Rd. Tel. Calthorpe 1131/2. Retail dealers.

BOURNEMOUTH (Hants).—F. English, Ltd., 48, Poole Hill. Tel. 5850. Ford main dealers.

CARMARTHEN.—W. Edwards & Sons (Carmarthen), Ltd., Towy Garage. Carmarthen 6482/3/4. Main dealers.

CHELTENHAM.—Victory Motor Co. (Cheltenham), Ltd., 42-50, Winchcombe Street. Tel. 55386. Main dealers.

CROYDON (Surrey).—Hubert Dees, Ltd., Brighton Rd. Tel. Cro. 6011. Thames main dealers.

DUMFRIES.—MacKnight (Motors), Ltd., York Place. Tel. Dumfries 2000. Thames main dealers.

GUILDFORD.—Coombs Service Station (Guildford), Ltd., By-Pass Rd. Guildford 62962/3/4. Thames main dealers.

HODDESDON (Herts).—The Hoddesdon Motor Co., High St. Hoddesdon 4021/2. Retail dealers.

LICHFIELD (Staffs).—Major Motors, Ltd., "Apex" Birmingham Road. Tel. Lichfield 3243/4. Main dealers

LIVERPOOL.—A. W. Webb, Ltd., 27-31, Berry St. Tel. Royal 1433 (5 lines). Main dealers.

LONDON, N.W.10.—J. Austin & Sons, Ltd., 139-153, High St., Harlesden. Elgar 6256/7/8. Agents.

LONDON, E.18.—Frank G. Gates, Ltd., 79, High Rd., Woodford. Wanstead 6633. Main dealers.

LONDON, E.10.—Perkins Garages, Ltd., 439-451, High Rd. Tel. Ley. 5366/7/9. Thames retail dealers.

LONDON, S.E.6.—Locomotors, Ltd., 40, Rushey Green, Catford. Tel. Hither Green 4433/4. Retail dealers.

LONDON, S.E.22.—The Gordon Garage (Dulwich), Ltd., 33-35, East Dulwich Rd. New 2456, 3704. Sub-dealers.

LONDON, S.W.17.—F. H. Peacock, Ltd., 219 & 221, Balham High Rd. Balham 1271. Main dealers.

LONDON, S.W.19.—Bainshaw, Ltd., Hartfield Rd., Wimbledon. Tel 4611. Main dealers.

MAIDSTONE.—Haynes Bros., Ltd., Ashford Rd. Tel. 2239 (5 lines).

MANCHESTER, 17.—Locomotors, Ltd., Elevator Road, Trafford Park Tel. Trafford Park 0443. Retail dealers.

NEWARK.—Brooks Motor Co. (Newark), Ltd., 23-5, Castlegate. Tel. Sales 1152 (2 lines). Distributors. Works 2782 (5 lines).

NOTTINGHAM.—Locomotors, Ltd., 167, Castle Boulevard. Tel. Nottingham 52609. Retail dealers.

NOTTINGHAM.—Sandicliffe Garage, Ltd., Nottingham Rd., Stapleford. Sandiacre 2234/5/6. Thames main dealers.

PINNER (Middx).—Greenhill Motor Co., Ltd., Marsh Rd. Pinner 9888 (4 lines). Retail dealers.

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LONDON, W.1.—Stewart & Ardern, Ltd., Morris House, Berkeley Square. Mayfair 7680. Distributors.

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STAINES.—Stewart & Ardern, Ltd., Morris House, 37, London Rd. Tel. 4117. Distributors.

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ELEPHANT MOTORS Ltd., Axleshafts, London's largest stockists of all makes. Can we help you? CROWN wheels and pinions, large stock for most makes, new and second-hand.—97-103, Newington Causeway, London, S.E.1. Tel. Hop. 3262. [0608/R

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7; front and rear, repaired, straightened, heat treated, etc.—56, High St., Wimbledon. [0586/R

1500 all type crown wheels and pinions and 3,000 axleshafts available, new or second-hand; parts despatched c.o.d.; satisfaction guaranteed or cash refunded.—W. Machent & Son, Lockford Lane Garage, Stonegravels, Chesterfield. Tel. 4615. [0223/R

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BALL and roller bearings, all types and sizes, largest stocks, lowest prices; same day despatch.—Claude Rye Bearings, 895-921, Fulham Rd., London, S.W.6. Renown 6174 (ext. 24). [0993/R

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BATTERY exchange service; replacement batteries, all types, keen prices, collection and delivery.—Rogers Battery Service, Ltd., Fortis Green, N.2. Tudor 4534. [2509

CAMERON'S battery exchange service, new, guaranteed, low-priced, ready-charged units; all types stocked; open 9-6 Monday to Saturday.—21, Whitehorse Rd., W. Croydon. Tho 1678. [0939/R

BATTERIES.—Part exchange your old battery for new or rebuilt unit charged ready for use, guaranteed one year; immediate exchange service, no waiting; batteries hired, tested; properly charged and repaired; R.A.C. appointed; hours 8.30-5.30; trade enquiries invited.—Speedwell, 3, Mardale St., Shepherds Bush, W.12. Sho. 4224, London only, Thursday 1 p.m. early closing. Also 144, Upper Wickham Lane, Welling, Kent. Tel. Woolwich 4396. 98, Uxbridge Rd., Slough, Bucks. Tel. Slough 24681. Early closing Wednesdays. [2506

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RICHFIELD brakes, cables, England's leading manufacturers of replacement brake cable units, British Continental and American. 20,000 cables in stock, any type supplied or repaired; only genuine Bowden materials used; send for 1956 trade list. [0069/R

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SERVICE, tuning, repairs.

SOLE distributors.

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ZENITH carburettor stockists.—Replacement units available for most popular makes.

THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Richmond. Tel. Richmond 1854. [M2011

SOLEX, Stromberg, Zenith carburettors, main agents.

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DICKENS & JOSE MOTORS, Ltd., 145, Northfield Ave., Ealing, W.13. Eal. 0430, Eal. 1907. [0945/R

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666, authorised main S.U. stockists and fitting station.—209, Balham High Rd., S.W.17. [0525/R

S.U.—Official service depot.—Carburettors and petrol pumps reconditioned by return of post; rapid tuning service.—Pollards 1122.

MOSS & LAWSON, Ltd., 1076/1086, London Rd., Thornton Heath (2 minutes Norbury Station). [0260/R

ZENITH, Solex, S.U., new and replacement units and spares.—John A. Sparks & Co., Main Distributors, Streatham Hill, S.W.2. Tulse Hill 3434 (4 lines). [0323/R

W. WATSON & Co. (LIVERPOOL), Ltd.—Auto Electrical Depot, Oldham St., Liverpool, 1. Royal 7080 (10 lines). [0105/R

OFFICIAL S.U. and Solex agents; large stocks of private and commercial, new and replacement.

S.U. and A.C. fuel pumps; prompt postal service.

OFFICIAL Zenith, Stromberg, Solex and S.U. agents; largest stock of carburettors and spares in the North; conversion sets for American cars, flexible petrol pipes and air filters; prompt attention to postal enquiries.—Lime St. Garages (L'pool), Ltd., Bolton St., Liverpool, 3. Royal 3232-33. [0252/R

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CAR covers (waterproof).

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REPAIRED without distortion by electro deposition at 60° Fahr., no dismantling except for internal fractures, tensile strength greater than original, repair guaranteed process as approved by A.A. and R.A.C.—Electrobond, Devonshire Hill Works, Tottenham, N.17. Bow 5134. [0020/R

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REBORING in your own garage by Van Norman process, 12/6 per bore; Hepolite pistons supplied.—Ring Archway 3430 for inclusive quotations. Maycroft Motors, Tremlett Place, Tremlett Grove, Highgate, N.19. [0037/R

J. AUSTIN & SONS, Ltd., specialists in cylinder reboring and sleeving, crankshaft grinding, line boring, con rods remetalled 24-hour service; valve inserts; brake drums skimmed cylinder heads refaced, all types of engines reconditioned including diesel; collection and delivery; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0005/R

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GENUINE chamois driving gloves, also suitable for all sports and dress occasions, washable, top class quality; 17/6 pair; postage paid, home and export trade; enquiries invited.—Darwen Leather Company, Hacking St., Darwen, Lancs. [4649

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IN stock, Ford factory reconditioned 8hp and 10hp exchange engines; also exchange V8 22hp, V8 30hp, V8 32hp Canadian and Mercury, new Ford 8hp, 10hp and V8 30hp engines, exchange Ford 8hp, 10hp and 30hp gear boxes; exchange Morris 10hp, 12hp Hillman Minx and Austin 10hp engines; also Austin 7hp blocks, crankshaft and con-rods exchanged; trade supplied.—139-147, 149, 151, 153 and 205, High St., Harlesden, N.W.10. Elgar 6256-7-8. [0006/R

ROLLS-ROYCE and Bentley.

JACK BARCLAY (SERVICE), Ltd. — Officially appointed repairers, will overhaul your engines or supply replacement for certain series.—Danvers St., Chelsea, S.W.3. Fla. 2223. [M1082/R

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BEARTS OF KINGSTON, 102, London Rd., Kingston-on-Thames.—Wolseley reconditioned factory exchange units series II and III.—Kingston 3348. [0407/R

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HUMBER, Hillman and Commer engine specialists; reconditioned Minx, £26; Humber Super Snipe, £50; factory reconditioned engines for all models from stock.

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EXCHANGE engines for all Wolseley models.—Eustace Watkins, Ltd., Chelsea Manor St., London, S.W.3. Fla. 8181. Sole London distributors Wolseley cars. [0278/R

EXCHANGE engine service to the trade, Austin, Morris, Hillman, Ford, Standard, Vauxhall, all models ex stock, fully reconditioned and guaranteed, exchange and outright sale.—Capital Garage and Engineering Co., Ltd., 14, Princess Rd., Moss Side, Manchester, 14. Tel. Moss Side 3486-7. [0274/R

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AIR compressors, tanks and accessories at far below list.—Teddington Engineering, 29-31, High St., Teddington, Middlesex. Kingston 1193. [0369/R

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COMPRESSED air in your car or workshop, the Mopal single- or twin-cylinder miniature air compressor operates from battery or mains, suitable for small spraying jobs.

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FREEMAN hoods, re-covers, upholstery, carpets, side-screens, tonneau covers specialist.—Freeman, 10da, Park Rd., N., Bolo Bridge Rd., Acton, W.3. Acorn 2134. [0075/R

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JACK BARCLAY (SERVICE), Ltd.—Recellulosing and trimming work, including hoods and carpets; we specialize primarily in Rolls-Royce and Bentley cars, but will be pleased to undertake work on any make.—Danvers St., Chelsea, S.W.3. Fla. 2223. [M1082/R

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ANY make of independent front suspension and shock absorber reconditioned and guaranteed, f.f.s. from £7; s.a. from 30/-; exchanges; prompt fitting service.—A. H. Hobbs & Son, 151, St. James' Rd., West Croydon, Surrey. Tho. 4712. [0714/R

FORD Popular, independent front suspension gives greatly improved comfort, roadholding and safety conversion units supplied ready for fitting; £26/10; immediate delivery; send for details.—North Downs Eng. Co., Westway, Caterham, Surrey. [0189/R

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WHEN ordering your loose covers send to Karobes, who are actual manufacturers of these products; we offer you the following fine selection of materials, leopard skin, ocelot, all-wool luxury felt authentic Scottish tartans, Bedford cord antique rep and Courtauld's exciting new rayons, also the famous Karobes' all-wool travel rugs; write for patterns and particulars to—Karobes, Ltd., Unitas House, 24-25, Livery St., Birmingham. Export and trade enquiries invited. [0149/R

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1939-48 saloon, reconditioned engine, complete with all accessories, £40; gear box, £17/10; radiator, £5/10; exhaust valves, 5/-; dash panel, £2; stub axle, £1; brake drums, 15/-; front door locks, 10/-; outside door handles, 5/-; wheel brace, 3/-; gear box top, 5/-; flywheel, £2; brown rear seat cushion, £1/5; 4 brake linings, 15/-; road wheel, 30/-; front door complete, £4/10; steering wheel, £2; crown wheel and pinion, £4; manifold, £1; clutch housing, 15/-; windscreen assemblies, £2/10; axle casing, £2/10; speedometer head, 35/-; W.D. utility; Tilt cover, £4; tilt rails, 5/-; differential unit, £7/10; radiator, £5/10; differential housing, £1/10; front spring, £2; rear spring, £2/10.

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ALWAYS dismantling motor vehicles, large stocks of spares, most makes.

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FULL range of genuine Enfo spares for all model Fords and complete range of accessories from stock, delivery service available.—Adlards Motors, Ltd., Brixton 6431. [0288/R

JACK BARCLAY (SERVICE), Ltd., can supply spares for most models Rolls-Royce and Bentley; immediate attention.—Flaxman 2223 (Mr. Podger), Danvers St., Chelsea, S.W.3. [M1082/R

A MILLION car parts, send p.c. for list of cars being dismantled at Motolympia and state your requirements, most types 1930/1952.—"Motolympia," Welshpool, Montgom. Tel. 2327. [0424/R

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CLARE'S for spares, all popular cars, second-hand and new; established 1921; quotations by return.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Tel. Gipsy Hill 0132. [0218/R

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STANDARD and Jaguar spares, gears, engine, etc., repairs, overhauls, try us.—Enquiries Motor Spares, 111b, Ealing Rd., Wembley, Middx. Tel. Wembley 1816 (rear of Advance Laundry). [5578

CAR accessories, complete range, including Pye Car radio, Zenith carburettors and filters, car compasses, etc.—Martin Motors (Highgate), Ltd., Highgate Village, N.6. Mou. 3413-4. [0406/R

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MOTOR trade, British West Africa.—Applications are invited from young men engaged in the spare parts and stock control side of the retail motor trade; applicants should for preference be single and under 30 years of age; the successful man will take charge of the spare parts ordering, storing and stock control for a modern garage distributing British motor vehicles; the post offers good salary, passages, accommodation and generous allowances.—Write giving fullest possible professional and personal details to Box 4856. [5781

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WRITE giving age and full details of previous experience to Managing Director, Victory Motor Company, Winchcombe St., Cheltenham. [5763

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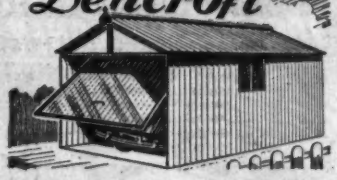

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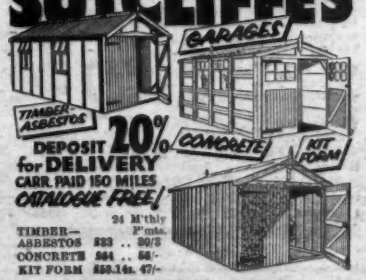

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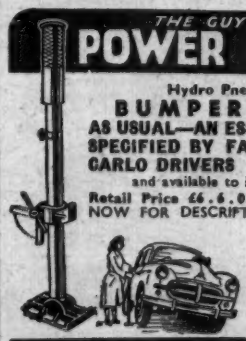

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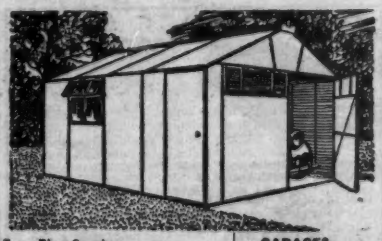

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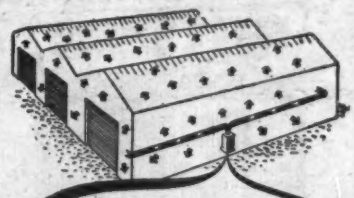

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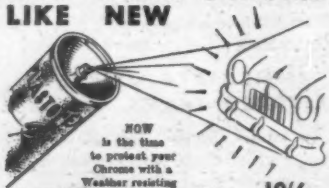

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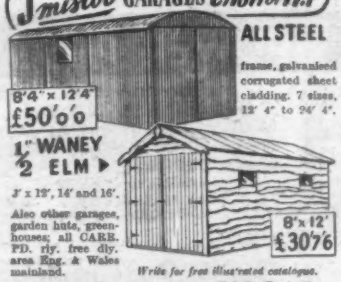

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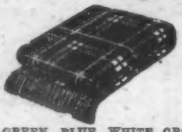

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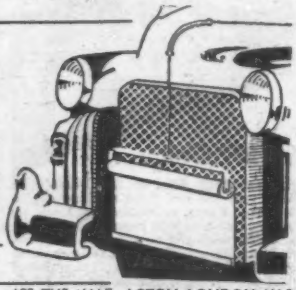

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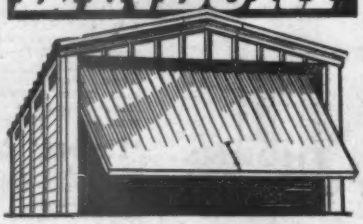

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Index To Advertisements

	Page
Abingdon King Dick, Ltd.	24
A.C. Cars, Ltd.	26
A.C.-Delco	75
Acheson Colloids, Ltd.	37
A.F.N., Ltd.	Editorial Page 673
Alexander Engineering Co., Ltd.	31
Amateur Photographer	34
Amber Oils, Ltd.	42
Aquatex, Ltd.	153
Arcot Engineering Co., Ltd.	31
Armstrong Patents Co., Ltd.	35
Armstrong Siddeley Motors, Ltd.	61
Arsenal Garage	153
Ashmores Auto. Engineers, Ltd.	95
Astley, Brook & Co., Ltd.	24
Austin, J., & Co., Ltd.	31
Austin Motor Co., Ltd.	63
Automenders	30
Automotive Products Co., Ltd.	Facing Edit. Page 650. Cover ii
Auto Sales (London), Ltd.	96
Barnacle, Ltd.	10
Batley, Ernest, Ltd.	42
Baxendale, Richard & Sons, Ltd.	151
B.B. Chemical Co., Ltd.	69
Belco	155
Berkeley Coachwork (Sales & Export), Ltd.	2, 3
Bitulac, Ltd.	38
Blackley	150
Bowser, Monks & Whitehouse, Ltd.	39
Bradford Blanket Co.	152
Bradville Trading Co., Ltd.	86
Brew Bros., Ltd.	97
Briggs, H. C., Ltd.	151
British & Colonial Motors, Ltd.	Editorial Page 675
British Domolac, Ltd.	22
British Petroleum Co., Ltd.	Facing Editorial Page 645, 78
British Trolley Track Co., Ltd.	92
Broadfields Garage & Eng. Co., Ltd.	28
Brown, W. J., Ltd.	98
Burnley Aircraft Products, Ltd.	27
Burtonwood Engineering Co., Ltd.	155
Bushell, H. H., & Co., Ltd.	36
Camden Motors, Ltd.	93
Carter, B. & F., & Co., Ltd.	152
Central Garage	94
Central Motor Institute, Ltd.	56
Chloride Batteries, Ltd.	Facing Editorial Page 651
Clubman Autos	97
Cole, E. K., Ltd.	41
Collier & Collier, Ltd.	151
Connell Bros.	153
Connolly Bros. (Curriers), Ltd.	15
Conway Car Accessories, Ltd.	154
Cooden Engineering Co., Ltd.	99
Coombe Constructions Co., Ltd.	153
Coopers Mechanical Joints, Ltd.	22
Cords Piston Ring Co., Ltd.	57
Cornercroft, Ltd.	10
Courtaulds, Ltd.	8, 9
Crompton, Thomas & Sons, Ltd.	154
Davy, J., Ltd.	96, 97
Delaney-Gallay, Ltd.	34
Denton Bros.	151
Derrington, V. W., Ltd.	31
Drayson Motors, Ltd.	95
Dressed Hide Leather Publicity Committee, The	74
Driveright, Ltd.	14
Dunlop Rubber Co., Ltd.	71
Dunlop Rubber Co., Ltd. (Dunlopillo Div.)	87
Ellard Sliding Door Gears, Ltd.	42
Elva Engineering Co., Ltd.	31
Epco, Ltd.	153
Esso Petroleum Co., Ltd.	56
Evans (Wimbledon), Ltd.	99
Ferode, Ltd.	64
Ferraris of Cricklewood, Ltd.	96
Fiat (England), Ltd.	Facing Editorial Page 622
Fibrin Plastics	152
Fina Petroleum Co., Ltd.	39
Firestone Tyre & Rubber Co., Ltd.	77
Firth-Vickers Stainless Steel, Ltd.	79
Folding Garage Co.	153
Fortune (Piccadilly), Ltd.	88
Gamage, A. W., Ltd.	6
Garringtons, Ltd.	16, 37
Girling, Ltd.	76
Glanfield Lawrence, Ltd.	99
Goodyear Tyre & Rubber Co. (Gt. Britain), Ltd.	Facing Editorial Page 644
Gordon Cars (London), Ltd.	95
Granville Chemical Co., Ltd.	1
Grose, James, Ltd.	154
Guyson Industrial Equipments, Ltd.	151
Halda, Ltd.	32
Halford Cycle Co., Ltd.	26
Hall, Robert H. & Co. (Kent), Ltd.	151
Hamilton Motors (London), Ltd.	6
Headen, A. E., Ltd.	150
Headquarter & General Supplies, Ltd.	26
Heayberd, F. C., Ltd.	155
Hertfordshire Rubber Co., Ltd.	40
Hill, R. F., Ltd.	152
Hill's Garage (Woodford), Ltd.	98
H.M. Manufacturing Co.	56
Holborn Motor Accessories	152
Horvell Products	155
H.W. Motors, Ltd.	97
Iliffe & Sons, Ltd.	53, 154
Intalok, Ltd.	23
Invincible Policies, Ltd.	153
Jacobs, W. & Sons, Ltd.	95
Jaguar Cars, Ltd.	Front Cover
Jarvis of Wimbledon	97
Jizer	33
J.J.W. Portable Buildings, Ltd.	151
Karobes, Ltd.	5
Keith & Boyle (London), Ltd.	89
Key Leather Co., Ltd.	41
Kilnhurst Precast Stone & Concrete Co., Ltd.	150
Kirkdale Cars	95
K.L.G. Sparking Plugs, Ltd.	Facing Editorial Page 629
K.X. Lamps, Ltd.	32
Laycock Engineering Co., Ltd.	62
Laystall Engineering Co., Ltd.	7
Leander Products, Ltd.	152
Leicester Caravan Centre	13
Lister Equipment, Ltd.	151
Lucas, Joseph, Ltd.	Back Cover
Marston Caravans, Ltd.	12
Marston-Excelsior, Ltd.	17
Marston Motor Co., Ltd.	95
Maskells, Ltd.	152
Mayday Motors	96
Metamet, Ltd.	152
Metropolis Garages, Ltd.	98
Michelin Tyre Co., Ltd.	Facing Editorial Page 623
Midland Gear Case Co., Ltd.	42
Millers Car Equipment	34
Morris, S., & Co., Ltd.	88, 99
Mory & Co., Ltd.	88
Motac Motor Components	153
Motokov	11
Motomac	92
Motor Exchange	94
Neo Electrical Industries, Ltd.	152
Neumann, C. J., Ltd.	36
Newnhams Motors, Ltd.	95
Newton & Bennett, Ltd.	Cover iii
Norrish, S., Ltd.	30
Northern Car Covers	10
Notek Electric Co., Ltd.	36
Nova Productions, Ltd.	25
Nuagane Products, Ltd.	40
Nunn, H. E., & Co., Ltd.	96
Offord & Son, Ltd.	89
Odhams, Ltd.	28, 92
Parr Equipment Co., Ltd.	24
Parsons, Thomas & Sons, Ltd.	56
Pass & Joyce, Ltd.	Editorial Page 676
Peacock, F. H., Ltd.	Editorial Page 674
Pelhams	152
Performance Cars	Editorial Page 676
Permacon	151
Perry, W. Harold, Ltd.	Editorial Page 674
Pippbrook Garage	30
Plus Gas Co.	38
Portable Concrete Buildings, Ltd.	56, 154
P.R. Motors, Ltd.	20
Premier Motor Policies, Ltd.	152
Pressed Steel Co., Ltd.	19, 70
Pride & Clarke, Ltd.	96
Pyrene Co., Ltd.	20
Radford, W. V., Ltd.	98
Radium Light Co., Ltd.	40
Ranco, Ltd.	4
Rank Precision Instruments, Ltd.	85
Read Car Co., Ltd.	92
Regal Accessories (B'mouth), Ltd.	14
Regency Covers, Ltd.	28
Reid, S., & Co.	56
Reys Motors, Ltd.	94
Richards & Ross, Ltd.	22
Rickards, Philip, Ltd.	97
Robinson, L., & Co. (Gillingham), Ltd.	38
Rowland Smith Motors, Ltd.	99
Rubery, Owen & Co., Ltd.	13
Runbaken Electrical Products	22
Salisbury Transmission Co., Ltd.	16
Salmon, Guy	Editorial Page 675
Sankey, J. & Sons, Ltd.	72
Savant Chemical Laboratories, Ltd.	24
Simca	Facing Editorial Page 628
Simmons of Mayfair	94
Simpson, Charles, Motors, Ltd.	95
Smith, C. G., of Bristol, Ltd.	152
Smith & Hunter, Ltd.	98
Smith's Motor Accessories, Ltd.	73
St. Albans Caravan Centre	13
Stewart & Ardern, Ltd.	97
Stothert, James, Ltd.	150
Stringer, Charles, Sons & Co., Ltd.	22
Sutcliffe, F. & H., Ltd.	151
Synthite, Ltd.	86
Terry, Herbert & Co., Ltd.	21
Thomas, A., & Co.	153
Thorn, J., & Sons, Ltd.	153
Thorpe, P. M. G., Ltd.	92
Thrussell, A., & Co.	28
Toogoods (Bristol), Ltd.	14
Toulmin Motors	30
Trawlskale, Ltd.	32
Trijanon	152
Trinity Cars, Ltd.	99
Tubex Silencer Co.	150
Tudor Accessories, Ltd.	18
Turner, Wm. (Kismet), Ltd.	55
United British Caravan Co., Ltd.	12
Universal Car Distributors (London), Ltd.	30
Universal Dampers, Ltd.	80
Universal Laminations, Ltd.	88
Vandervell Products, Ltd.	82, 83
Vauxhall Dealers	90
Vauxhall Motors, Ltd.	91
Way, Raymond, Motors, Ltd.	98
Weathershields, Ltd.	18, 35
Welbeck Motors, Ltd.	Editorial Page 673, 100
Welfit Mfg. Co., Ltd.	84
West End Caravan Co., Ltd.	12
Williams, Jack Autos, Ltd.	96
Wilson's Automobile & Coach Works	99
Wimbush, R. C., Ltd.	94
Zenith Carburettor Co., Ltd.	81

"Important Accessories For Your New Car" Supplement

	Page
Alverton Engineering Co., Ltd.	50
Automatic Car Cigarette Lighter Co., Ltd.	46
Automobile & Industrial Dev., Ltd.	46
Batax (Engineering), Ltd.	49
Blackwells Metallurgical Works, Ltd.	52
Car Cover Co., The	50
Car-Rax, Ltd.	44
Castles Unit Developments, Ltd.	51
Catford D.S., Ltd.	44
Derrington, V. W., Ltd.	44
Edelston, Sir Thomas, & Partners, Ltd.	52
Elliott (Windscreens), Ltd.	46
G.M. Carburettor Co.	50
Horsa Batteries, Ltd.	44, 52
Industrial Asphalts Co., Ltd.	45
Kayay Co., The	52
London Trimming Co., Ltd.	48
Marcus, Edward, Ltd.	50
Metchair, Ltd.	48
Neale, James, & Sons, Ltd.	48
Newbold & Bulford, Ltd.	46
Plow Products, Ltd.	50
Portman Car Seat Covers	52
Powderiz Co., The	47
S. & B. Engrs. (Ratcliffe), Ltd.	44
Shaw, Son, & Co.	48
Solvolene Lubricants, Ltd.	53
Sydney, John, Ltd.	51
Unida Products	43
Van Heorn Trading Co.	48
Viceroy Sales, Ltd.	52
Whitby & Chandler, Ltd.	46
Wingard (M.A.), Ltd.	49

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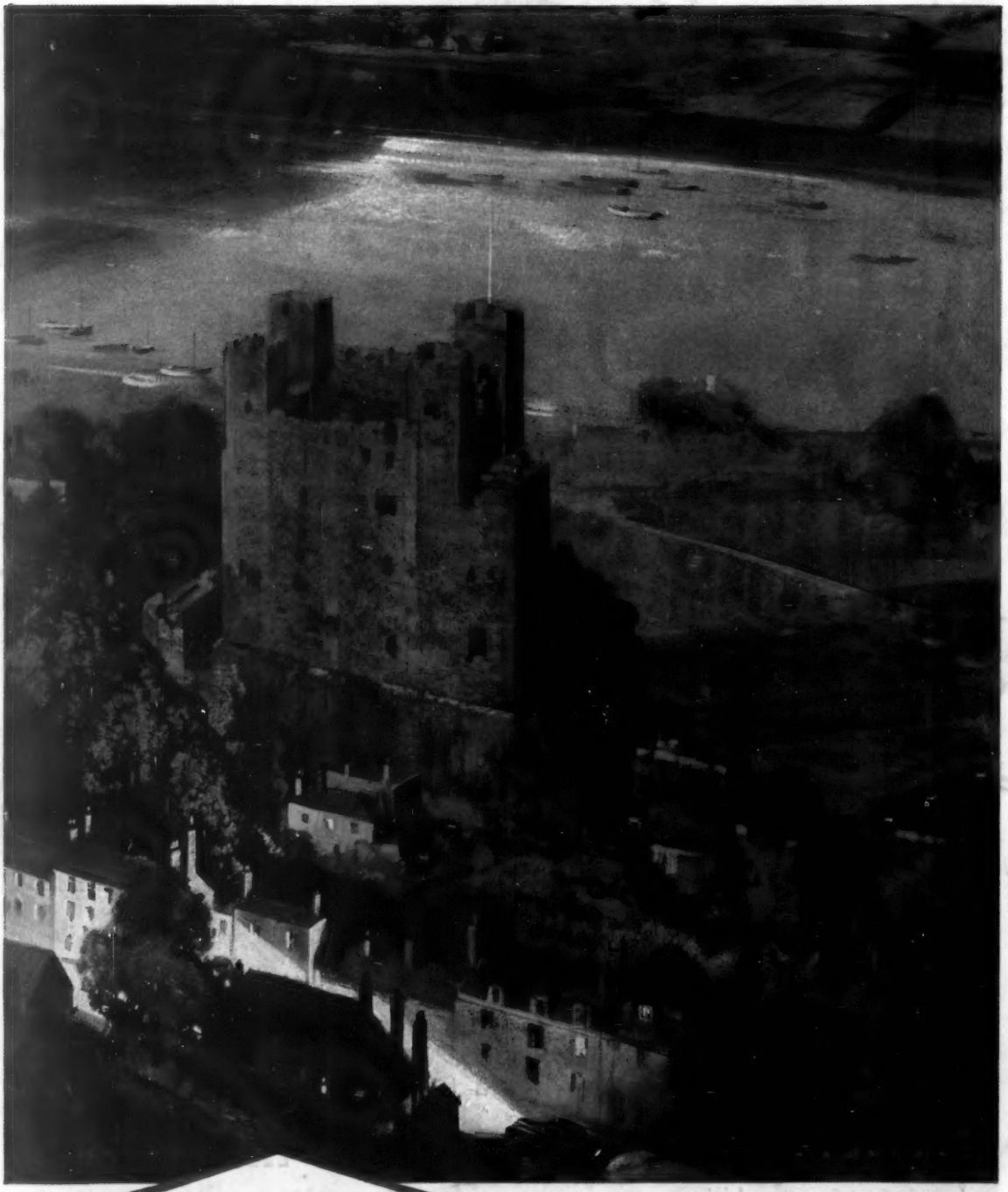

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